SEPTA Safety Rules for Rail Transportation Employees (effective April 3, 2005)

1007. Employees must report all conditions that may affect the safe and efficient operation of the system to the Train Dispatcher/Controller by the quickest means of communication available, including accidents, personal injuries, defects in equipment, tracks, bridges, catenary system, 3rd rail or signals, trespassers, or any unusual weather or environmental condition.

Where required, furnish a written report promptly after reporting the incident.

1802. When reporting smoke or fire, employees must give as much information as possible, including location, severity, or life hazard (evacuation, etc.).

Septa Railroad Air Brake Testing and Inspection Manual (SAB-1, 4th edition, revised March 8, 2020)

7.14 Equipment Failures

A. Whenever failure of equipment occurs which may cause delay to the train or which may affect the normal operation of the train, the Engineer or Conductor must, as soon as possible, verbally notify the Train Dispatcher or Towerperson, who must notify the Train Dispatcher. The following must be reported:

1. The train number,
2. The exact location,
3. A general description of the failure or defect.

B. In addition to making a verbal report, the Engineer or Conductor must submit Equipment Defect Report Form (MP-11).

C. When performing troubleshooting procedures, the Engineer and/or Conductor must follow the prescribed instructions for the specific type of equipment. If necessary for the Engineer to leave the control stand unattended, the equipment must be properly secured.

D. If the Engineer and/or Conductor are unable to correct or resolve the problem after using the prescribed instructions, assistance must be requested from the Regional Rail Operations Center mechanical desk. The following information must be communicated:

1. The train number,

2. The location,

3. The train consist by equipment number beginning from the lead unit,

4. The end of the locomotive from which the Engineer is operating (i.e. “A” or “B”, “F” or “B”), and

5. A brief description of the problem and the troubleshooting procedures which have been performed. The mechanical desk representative will then assist the crew with any further instructions related to troubleshooting procedures. When communicating with the mechanical desk representative, crew members must use proper identification of electrical panel boxes, wheels, doors, etc.

NORAC Rules (12th edition, effective January 12, 2024)

(Rule 716 Continued)

C. Railroad-Supplied Electronic Devices

An employee may use a railroad-supplied electronic device for the following authorized business purposes:

• Reporting, coordinating, or responding to an emergency situation involving operation of the railroad

• Revenue-related functions

• Delay reporting

• Mechanical defect troubleshooting and reporting

• Roadway maintenance work

• Passenger service requests

• Numerical calculations

• Using the digital storage and display function to reference a railroad rule, special instruction, timetable, or other directive (including at the controls of a train or track car where authorized by special instruction)

• Photo documentation of a safety hazard (provided the device is then immediately turned off unless its use is otherwise permitted)

A company-supplied electronic device must not be used in any manner not authorized by operating rule, railroad policy, or instruction.

5.16 Troubleshooting

A. "B" End Circuit Breaker Panels

1. The 'B' end circuit breaker panel located on the operating side behind engineer on Silverliner IV MU Equipment, both single cars and married pair 'A' and 'B' cars, contains the following breakers:

Air Compressor	Automatic Changeover
Headlights	Communications
Vestibule and Clearance Lights	Auxiliary Control
Gauge and Number Signs	Heat and Air
Marker Lights	Traction Control
Emergency Lights	Protective Heat
Main Lighting Circuit No. 3	Door Motor
Main Lighting Circuit No. 2	Door Control
Main Lighting Circuit No. 1	Trainline Control & Fault Protection
Defroster	Air Compressor Governor (except on 'A' car)
Convenience Outlet	

2. The 'B' end circuit breaker panel located on the non-operating side on Silverliner IV single cars and married pair 'b' cars contains the following breakers.

Local Pan Down Switch	Door Trainline Cutoff
Overhead Heat	No Power Reset (Yellow Button)
Floor Heat	

3. Performance & Fault Indication Panel (P&FI)

   The P&FI panel is located in the No. 1 Electrical Locker at the center of the car. This panel is only to be used to see displayed information, crews are never to reset any information in the P&FI panel. The P&FI Panel continuously monitors specific electrical functions of the car such as AC voltage, MA voltage, wheel slips, and relay information.

4. No. 2 Electrical Locker

   The components found in the No. 2 Electrical Locker depend on whether the equipment is a single unit or married pair. The following table identified the component and its location.

Married Pair	
'A' Car	Dynamic Brake / Traction Motor Cutout
	Trainline Battery Circuit Breaker
	Battery Circuit Breaker
'B' Car	Dynamic Brake / Traction Motor Cutout
	Train Control Cutout
Single Car	
Dynamic Brake / Traction Motor Cutout	
Trainline Battery Circuit Breaker	
Battery Circuit Breaker	
Train Control Cutout	

5. Auxiliary Group
   The auxiliary group on Silverliner IV MU Equipment is located on the odd side of the car, near the 'B' end truck. The boxes in the auxiliary group contains the following breakers which must all be in the "ON" position: ACAB, EFB, ARB, AGR, TCPB, OSR,OVR, TPF, OL13, OL46, MA Start Switch, SEBB, SEH, ACCB, ACH, FBL (Light), AGL (Light), MPWB.
6. Main Group
   The main group on Silverliner IV MU Equipment is located on the odd side of the car, near the 'A' end. The main group box contains the following: RGR Relay, and the THL, LGL, and LOL trip lights; PLR, THR, GR resets, TRF, OL/GR, LRS reset buttons.
   NOTE: GR Relay may be missing, LRS must be used to reset the GR.
7. Procedure For Resetting PLR Relay On Silverliner Equipment
   a. Whenever the pantograph(s) on MU Silverliner equipment lowers due to the Pantograph Lowering Relay (PLR) activating, the Engineer or Conductor ***must immediately notify the Train Dispatcher.*** The Train Dispatcher must then immediately communicate with the Power Dispatcher to determine the cause of the problem before authorizing the crew to reset the PLR.
   b. Once it has been determined that the PLR can be reset, verbal permission must be communicated from the Train Dispatcher or a representative from the mechanical desk to the crew of the affected train.
   c. The PLR may only be reset one time. If the PLR immediately trips a second time, the pantograph(s) must not be raised again. The manual grounding switch must be closed. The Train Dispatcher must be notified immediately and issue further instructions to the crew.
8. The following procedure must be followed to reset the Pantograph Lowering Relay (PLR):
   a. After verbal authorization has been communicated:Place the "local pantograph switch" to the DOWN position.
   b. Check the pantograph plunger. (Note: Make sure plunger is not making contact with plunger grounding plate).
   c. Check THR. (If THR is tripped, DO NOT RESET. Contact Dispatcher).
   d. Reset the PLR and close box cover.
   e. Place the "local pantograph switch" to the TRAINLINE (raised) position.
   f. Raise the pantograph.

   Note: If PLR trips a second time, the Train Dispatcher or Tower person must be notified immediately without delay.

9. Side Indicator Lights
   a. Side marker housing (both sides).
   b. Brakes applied with 30 psi brake cylinder or more (AMBER).
   c. Brakes released with 15 psi brake cylinder or less (GREEN).
   d. ATC "cut in" (WHITE) "B" end 'B' and Single Cars.
   e. Door Signal System / Local Door Indicating Lights
   f. A red indicating light is mounted outside on each side of the car to the rear of the cab, above the windows. The indicating lights may be seen from both ends of the train. The indicating lights on a car are lighted when any end entrance door on that car is not fully closed. These indicating lights will not be lit when a door is open and the low level trop door is latched up.
10. H.V.A.C
    a. The heating /ventilation / air conditioning resets are located on the outside of Silverliner IV cars, next to A/C compressor. It is on the 'B' end(s) of married pair units and the 'B' end of single cars. It contains the following breakers: OHB1, OHB2, FHB1, FHB2, CHBB, NOTE: Single Silverliner IV cars have an additional cab heat breaker labeled "CHB-A" for "A" end cab heaters.

CAUTION

Unless specified otherwise, circuit breakers and/or overload devices may only be reset 3 times to prevent permanent damage to components.