

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)
07/30/96

FALSE PROCEED SIGNAL REPORT

DATE
09/03/96

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER (railroad & region or division)



MAIL TO

Federal Railroad Admin.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, Ga. 30309

REPORTING CARRIER (signature/file)

Chief Engineer Train Control

A failure should not be counted more than one time in items 1, 2, 3 and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block System.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report

- A-Automatic
- AE-Automatic block
- ACS-Automatic cab signal
- APB-Absolute permissive block
- ATC-Automatic train control
- ATS-Automatic train stop
- CL-Color light
- CPL-Color position light
- E-Electric
- EM-Electromechanical
- EP-Electropneumatic
- FP-False proceed
- MB-MANUAL block
- M-Mechanics
- P-Pneumatic
- PL-Position light
- SA-Semi-automatic
- TC-Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	07/30/96	Train #	Track Circuit	Vulcan Intermediate PeeDee, SC
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATB <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN
not on 9-28-96 they received

Alleged False Proceed
 On 08/02/96 Traincrew reported receiving a yellow over green indication at m.p. 262.10 and a stop at the Northend of PeeDee and was routed through the siding. The signal was removed from service. Signal personell performed operational test and could not duplicate incident. Event log at the Operations Center did not indicate any problem and indicated the train down the main line. Signal personell along with the local FRA inspector were able to determine that a track circuit failure was occurring in the siding, that problem was corrected. No exceptions were taken to the signal system it has been restored to service.