

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)  
07/29/96

**FALSE PROCEED SIGNAL REPORT**

DATE  
08/23/96

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.

REPORTING CARRIER (railroad & region or division)



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

**MAIL TO**

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

REPORTING CARRIER (signature/title)

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.

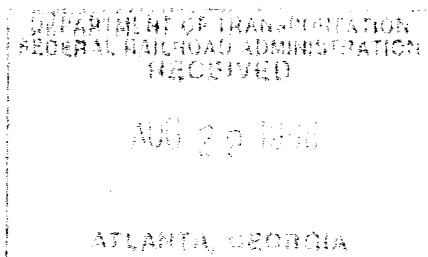
The following abbreviations may be used in the report

- A-Automatic
- AB-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-Mechanical
- P-Pneumatic
- PL-Position light
- SA-Semiautomatic
- 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	07/29/96	Q69629	LSignal	Richardson Creek Richardson Creek, SC
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

On July 29, 1996 Northbound train Q69629 reported a red over yellow signal indication with Southbound train F76729 pulling into the siding at Richardson Creek ahead. Signal system was removed from service. Signal personel along with FRA Inspector performed operational test on the signal and could not recreate this occurance. It was determined that during the same time of day that sunlight was causing a phantom aspect. A longer hood was installed , lamp voltage adjustments were made. Signal system was placed back in service.



(If more space is required, continue on reverse)