

T. MASKE
 DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION

SFTC FALSE PROCEED SIGNAL REPORT

GH 9-03-96

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

MAIL TO

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

REPORT FOR (month/year)

08/23/96

DATE

08/23/96

REPORTING CARRIER (railroad & region or division)



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 checked="" type="checkbox"/> APB <input type="checkbox"/> TC	08/23/96		La,p Unit	Signal 1711 Salem, IN
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 August 9 , 1996 Soo Line Train Crew reported a more favorable aspect than desired at signal 1711. Signal system was removed from service. Signal personnel investigated the incident and determined that lamp unit had deteriorated and was obstructing the semaphore arm. The lamp unit was replaced and operational test performed. The signals were placed back in service.

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 RECEIVED

AUG 23 1996

ATLANTA, GEORGIA