

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

FALSE PROCEED SIGNAL REPORT

July, 1995

DATE

July 21, 1995

REPORTING CARRIER (railroad & region or division)

Houston Belt & Terminal
Railway Co.

501 Crawford St.

Houston, Texas 77002

(713) 222-1133 x3128

REPORTING OFFICER (signature/title)

Supt. STC

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

Department of Transportation
Federal Railroad Administration
Office of Safety, RA-613
Washington, D.C. 20590

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 Systems.

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

ALLEGED

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 type="checkbox"/> TC				
2 INTERLOCKING <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	7/16/95	UP 1619	CL	Houston, Texas
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

ALLEGED False clear.

SUNDAY July 16, 1995 APPROX. 11:26 AM PTRR Job 155, Lead Engine Number UP 1619 moving North on STUTT siding passed Ground Mount ME Color light signal, did not run through any switches OR cause any damage. Speed est. at 10 MPH.

SIGNAL TEST made by SIGNAL Foreman and maintainer included VISUAL inspection of signal to ASSURE NO holes in Housing to allow sun light in, VOLTAGE TEST ON light lenses, Ground Test, VOLTAGE TEST ON control wires. NO Problems found.

(If more space is required, continue on reverse)