OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR *(month/year)*
September 28, 1995

DATE
Oct. 27, 1995

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)*
Houston Belt & Terminal Railway Co.
Houston, Texas

MAIL TO

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

REPORTING OFFICER *(signature/title)*
Supt. STC

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	EM—Electromechanical
AB—Automatic block	EP—Electropneumatic
ACS—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—Manual block
ATC—Automatic train control	M—Mechanical
ATS—Automatic train stop	P—Pneumatic
CL—Color light	PL—Position light
CPL—Color position light	SA—Semiautomatic
E—Electric	TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION *(city and state)*
1 BLOCK SYSTEMS ☐ AB ☐ APB ☒ TC	9/26/95	SP2694	Track Repeater	Houston, Texas
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Bridge Gang started construction work Sept. 1, 1995 To Replace wooden Bridge with Concrete Bridge. SIGNAL CABLES Located beside the Track, in the bridge Approach; had been damaged, ON the morning of Sept. 26, 1995 SP2694 with 81 CARS was moving about 5 MPH Across bridge going into S.P. YARD. The HBT operator had Lined The Route and when TRAIN entered Control Point Circuit, The operator Stopped Another Route, When The 94th car of the S.P TRAIN was Crossing the No. 2 Switch, The Track Repeater Relay in The Control House Picked-up, Clearing The Control Point and

(If more space is required, continue on reverse)

FP 95-5-29

FORM FRA F 6180-14 (6-72)

GPO 929-925

Allowed The STORED Route To clear, which called for The NO 2 Switch To Return To NORMAL.
found The damaged cable had A 10 AMP ground on The TP wire. The Track Relay was deenergized. The TP Relay was the only Relay with false battery AT The Time. Switch cable and TRUNK cables were megged And found To be bad and Taken out of Service.
Control point Temp. out of service while new Cable being INSTALLED.

This location had been Tested in July 1985, No grounds found.

Report late because at own sight in office while I was at AAR Conference