

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

**ALLEGED
FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

February 1995

DATE

February 5, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific
Transportation Co.
Denver Division
Subdivision 1-A

REPORTING OFFICER (signature/title)

Engineer - Signals

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

Director of Railroad Safety
Region 7
Federal Railroad Administration
801 I Street Room 342
PO Box 1139
Sacramento, CA 95812

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

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	2-5-95	BN 063	Signal 2H	Utah Jct., CO.
2 INTERLOCKING <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 February 5, 1995 at approximately 10:56 PM, Engineer operating train NO. BN 063 traveling East, reported that Signal 2H at Utah Jct. was CLEAR when it should have been RED.

Under the direction of Signal Supervisor the signal system was immediately removed from service and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. The Digicon system showed that signal had not been requested by the dispatcher and was not CLEAR.

The signal system was restored to service on February 6, 1995 at 5:10 AM.

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