

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
**ALLEGED**  
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

February 1995

DATE

February 24, 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)

Southern Pacific  
 Transportation Co.  
 Roseville Division  
 Valley Subdivision

MAIL TO

Director of Railroad Safety  
 Region 7  
 Federal Railroad Administration  
 650 Capital Mall, Suite 7707  
 Sacramento, CA 95814

REPORTING OFFICER (signature/title)

Engineer - Signals

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<br><input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC    | 2-15-95 | 1LAPCX1-14        | Signal 1620        | Richvale, CA.             |
| 2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC<br><input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL |         |                   |                    |                           |
| 3 AUTOMATIC SYSTEMS<br><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 15, 1995 at approximately 2:00 PM, Engineer operating train No. 1LAPCX1-14 traveling East, reported that signal 1600 displayed a GREEN aspect and signal 1620 displayed FLASHING YELLOW for 15 or 20 seconds before it turned hard YELLOW. The next next signal ahead 1652 displayed RED.

Under the direction of Signal Engineer the signal system was removed from service and thoroughly tested. The data from the recorder module at signal 1620 was also reviewed. The tests and the data from the recorder both indicated that the signal system was working as intended with no exceptions.

The signal system was restored to service on February 15, 1995 at 5:45 PM.

MAR 27 1995