

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

REPORT FOR (month/year)

February 1995

DATE February 27, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific
 Transportation Co.
 Pine Bluff Division
 Illmo Subdivision

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
 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
- AS—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	2-17-95	ASBTQ K16	Signal 2281	Stuttgart, AR.
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 17, 1995 at approximately 7:27 PM, Engineer operating train No. ASBTQ K16 traveling West, reported that signal 2281 went from YELLOW to YELLOW over YELLOW while home signal at east end of Stuttgart was RED.

The Signal Department was notified on February 22, 1995 at 2:30 PM. Under the direction of Signal Supervisor , the signal system was immediately removed from service and thoroughly tested. Tests could not reproduce the problem and showed the signal system to be working as intended with no exceptions. However, as a purely precautionary measure, the coded line overlay equipment (CAO) which controlled the bottom head was replaced by a double wire double break line circuit.

The signal system was restored to service on February 22, 1995 at 8:30 PM.