OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ALLEGED
FALSE PROCEED SIGNAL REPORT

REPORT FOR *(month/year)*
May 1995

DATE
May 18, 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
Cascade 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	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	5-14-95	BN 1BN681-13	Signal 316LB	E. E. Algoma, OR.
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On May 14, 1995 at approximately 6:06 AM, B.N.R.R. crew (Engineer , student Engineer , Conductor), operating B.N.R.R. train 1BN681-13 traveling West, reported to have entered the East end of Algoma siding with the facing signal displaying RED over YELLOW, and while proceeding West on the siding, collided with the rear of Southern Pacific train 1CORVM-14 which was stopped in the siding.

Under the direction of Signal Supervisor , train Distacher WS66 was asked to duplicate the conditions under which the BN train 1BN681-13 entered the siding. When the switch at E.E. Algamo was reversed and the Westbound was cleared into the siding, the facing signal displayed RED over LUNAR. This test was repeated several times always with the same result.

The signal system was thoroughly tested and the pole line between East and West Algoma was also inspected. All tests showed the signal system to be working as intended with no exceptions.

The signal system system was restored to service on May 15, 1995 at 4:30 PM.

GPO 929-92