

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

REPORT FOR (month/year)  
 July, 1995

DATE July 17, 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.  
 El Paso Division  
 Valentine 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	7-12-95	SP 1LBAVT2-11	Signal FM	Sanderson, TX.
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <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 July 12, 1995 at approximately 10:45 PM, Engineer \_\_\_\_\_ operating train No. 1LBAVT2-11 traveling East, reported that Signal 5196 was FLASHING YELLOW and the next signal the FM approach to the West End of Sanderson appeared GREEN but when train got to about 1/4 mile from W.E. Sanderson he saw that the signal was YELLOW.

Under the direction of Signal Supervisor \_\_\_\_\_, the signal system was placed at stop and thoroughly tested. All test showed the signal system to be working as intended with no exceptions. Further investigations found that because of the track's curvature in advance of West End signal, at one point the tracks line up directly with a nearby trailer park, and a green light or neon sign at the trailer park could have been mistaken for a GREEN Signal light.

The signal system was returned to service on July 13, 1995 at 5:00 AM.