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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

**ALLEGED
FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

August, 1995

DATE

August 31, 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.
Denver Division
Subdivision 6

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	8-28-95	SP 1GSNC-27	Signal 6598A	East Gilluly, UT.
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 August 28, 1995 at approximately 7:25 AM, Engineer _____, operating train No. 1GSNC-27 traveling East, reported that as they were heading towards the the East End of Gilluly, Signal 6598A was RED, but as they got closer, the signal looked YELLOW. The train proceeded but found the switch lined against them.

Under the direction of Signal Supervisor _____ the signal system was inspected and thoroughly tested. All test showed the signal system to be working as intended with no exceptions. The following morning, at the same time of day, Signal Engineer I _____ and Signal Supervisor _____ returned to the location for a visual inspection and observed that the early morning sun, shining on the signal, caused the RED aspect to look YELLOW. A phankill unit was installed, and the problem was eliminated.

The signal system was returned to service on August 28, 1995 at 2:00 PM.