

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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  
Regional Administrator - 7  
Federal Railroad Administration  
650 Capital Mall, Suite 7007  
Sacramento, CA 95814

REPORT FOR (month/year)

October, 1995

DATE

October 2, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific  
Transportation Co.  
West Colton Division  
Gila Subdivision

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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	10-2-95	Switcher JOB 891	Signal 9040	Phoenix, AZ.
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 October 2, 1995 at approximately 2:00 AM, Engineer operating switcher JOB 891 traveling East, reported that Signal 9040 was GREEN while switcher JOB 888, making a move at 15th. Avenue, had switch 374 lined for the team track but was clear of the fouling section. Signal 9040 should have been RED.

Under the direction of Signal Supervisor, the signal system was thoroughly tested. The cause of the problem was found to be a line wire wrap between line wires 9040H, 9040D and 9034H West of 15th. Ave. near MP R-905.1. Marks found on the pole near the wrap, indicated it had been hit by a truck, thus causing the wrap (the line wires were strung too tight to have been wrapped due to high winds).

The line wires were unwrapped. The signal system was tested and found to be working as intended with no exceptions.

The signal system was returned to service on October 2, 1995 at 8:30 AM.

(If more space is required, continue on reverse)