

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ALLEGED
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

October, 1995

DATE October 16, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific
Transportation Co.
Denver Division
Subdivision 1

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	10-3-95	SP 1CPKIC-01	Signal 1EA	Pueblo Jct. CO.
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 3, 1995 at approximately 5:23 PM, the 1CPKIC-01 moved Eastward past signal 1EA with the switch lined reversed against him and left the switch out of correspondence with bent rods. When questioned later, Engineer advised that he had been stopped at the signal for an opposing train, and after it cleared the switch, he saw the Signal 1EA display a RED over YELLOW and he proceeded without observing that the switch was lined against him. He stopped at the next signal 2EA until the dispatcher cleared it and then proceeded without realizing that he had damaged the switch by trailing it.

Signal Supervisor repaired the switch machine and thoroughly tested the signal system. He found it working as intended. The Digicon System showed the switch reversed and the Signal 1EA at stop when the 1CPKIC-01 went by the signal.

observed the signal at the same time the next day and found that Signal 1EA was washed out by the sun shining into it. He installed phankills on the Eastward signals at this location.

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