

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

REPORT FOR (month/year)

November, 1995

DATE November 25, 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

REPORTING OFFICER (signature/title)

Engineer - Signals

MAIL TO

Director of Railroad Safety  
 Region 7  
 Federal Railroad Administration  
 650 Capital Mall, Suite 7707  
 Sacramento, CA 95814

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	10-30-95	SP 5HPHLE-30	Signal 6420E	Kyune, CO.
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 30, 1995 at approximately 9:05 PM, Engineer \_\_\_\_\_ operating train No. 5HPHLE-30 traveling East, reported that Signal 6420E was GREEN, with a RED over LUNAR at Signal 6400E at the West end of Kyune. Signal 6420E should have been YELLOW.

Under the direction of Signal Supervisor \_\_\_\_\_ the signal system was inspected and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. A visual inspection of the signal, conducted over a three day period following the incident, did not show any malfunctions.

The signal system was returned to service on October 31, 1995 at 12:30 pm.