

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

November, 1995

DATE November 8, 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.
Roseville Division
Martinez Subdivision

MAIL TO

Director of Railroad Safety
Regional Administrator - 7
Federal Railroad Administration
650 Capital Mall, Suite 7007
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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	11-6-95	Pittsburg Local	Signal 391	Avon, CA.
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 November 6, 1995 at approximately 5:00 PM, Engineer _____ operating Pittsburg Local, reported that Signal 391 was GREEN with the hand throw switch at MP. B-38.1 in reverse position, lined for the siding. Signal 391 should have been RED.

Under the direction of Division Signal Engineer _____ the signal system was put to stop and thoroughly tested. The two wires going from the NWP relay coils were incorrectly wired to a battery source coming from an aerial cable, thus, bypassing the U-5 switch circuit controller box at the West End of Avon, and causing the NWPR to remain energized when the switch was reversed

The circuit was re-wired, the signal system was thoroughly tested and found to be working as intended with no exceptions.