

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

REPORT FOR (month/year)

January, 1996

DATE January 24, 1996

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 Lines
 D&RGW Railroad
 Denver Division
 Subdivision 5

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	1-10-96	SP 1RVASM-08	Signal 6022	East Mounds, 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 January 10, 1996 at approximately 4:20 PM, train No. 1RVASM-08 traveling East, was in the siding at the East end of Mounds waiting for train No. 10ANSF to pass on the main. After the 10ANSF passed by signal 6022 on the main line, Roadmaster noticed that signal 6022 appeared GREEN. The train crew on the 1RVASM-08 also reported that the signal appeared GREEN.

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. returned the next day at about the same time to observe the signal and noted that as the sun started to shine on the green lens the signal appeared to be GREEN. Phankill screens were installed on all the Eastbound signals at East Mound to correct the problem.

The signal system was restored to service on January 10, 1996 at 11:00 PM.