

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

REPORT FOR (month/year)

January, 1996

DATE

January 23, 1996

REPORTING CARRIER (railroad & region or division)

Southern Pacific
 Transportation Co.
 West Colton Division
 Gila Subdivision

REPORTING OFFICER (signature/title)

Engineer - Signals

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

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	1-18-96	SP 1PXLAM-17	Signal 8220	Hyder, 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 January 18, 1996 at approximately 7:30 AM, Engineer _____ operating train No. 1PXLAM-17 traveling West, reported that he was approaching the West end of Hyder at restrictive speed because of a RED signal at 8219 and saw that the opposing signal the 8220 displayed a clear H arm over a restrictive D arm before the signal went into the correct position of a restrictive H over a restrictive D.

Under the direction of Signal Supervisor _____ the signal system was thoroughly tested. All tests showed the signal system to be working as intended with no exceptions.

The signal system was returned to service on January 18, 1996 at 4:00 PM.