OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ALLEGED
FALSE PROCEED SIGNAL REPORT

REPORT FOR *(month/year)*
January, 1996

DATE January 30, 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 6

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 ☐ AB ☐ APB ☒ TC	1-19-96	Utah Rwy. Helper UR9002	Signal 6327E	Lynn, CO.
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On January 19, 1996 at approximately 1:55 PM, Engineer operating Utah Railway Helper Engine No. UR9002, moving East past Lynn Crossover, reported that he looked back behind his train and observed that the Wesward absolute signal (6327E) appeared to be displaying a GREEN over RED aspect.

Under the direction of Signal Supervisor , the signal system was thoroughly tested and found to be working as intended with no exceptions.

The signal system was restored to service on January 19, 1996 at 8:00 PM.

GPO 929-925