FP96-6-3

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
May, 1996

DATE May 1, 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
Central Region
Kansas Division
Hoisington Subdivision

MAIL TO

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

FEDERAL RAILROAD ADMINISTRATION
96 MAY 13 A9:46
KANSAS CITY REGION

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 [X] AB [ ] APB [ ] TC	4-30-96	1CVSHC-27	Signal 4926	Bridgeport, Kansas
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On April 30, 1996 at approximately 8:00 AM, Engineer operating train No. 1CVSHC-27 traveling East, reported that Signal 4926, at the West End of Bridgeport was GREEN when it should have been RED due to the switch being reversed.

Under the direction of Signal Supervisor the signal system was put to stop and then thoroughly tested. It was found when that the stock rail was replaced at West Brigeport siding on April 29, 1996, shunt wires from the stock rail to the switch circuit controller were left disconnected resulting in the false proceed.

Switch shunt wires were connected, and 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 April 30, 1996 at 11:00 AM.

GPO 929-925