

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
June, 1996

DATE June 6, 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
Provo Subdivision

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	6-3-96	SP 5PHLE-03	Signal 6296W	Utah RY. JCT. Xover, 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 June 3, 1996 at approximately 4:55 PM, train No. 5PHLE-03 traveling East on the Eastbound track was approaching a Red signal at ABS 6296E. The Engineer on board , reported that he observed Signal 6296W, on the Westbound track, remain GREEN well after train 1EUCHQ-31, traveling East on the Westbound track, had passed Signal 6296W and was heading towards the Utah Railway Junction.

Under the direction of Signal Supervisor , the signal system was put to stop and thoroughly tested. Test showed that when recent repairs were made to replace damaged track connections at ABS 6288, the wires were installed improperly, thus causing the signal malfunction at ABS 6296W.

The track wires in question were installed properly, the signal system was tested and found to be working as intended with no exceptions.

The signal system was returned to service on June 4, 1996 at 12:30 AM.