

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

November, 1996

DATE December 4, 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
SPCSL Corp.
Midwest Division
Springfield Sub.

MAIL TO

Federal Railroad Administration
Regional Administrator - Reg. 7
C/O S&TC Specialist
801 "I" Street, Suite 466
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	11-30-96	SP 1MNGVC-30	Signal 30	Ridgley, Ill.
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" 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 November 30, 1996 at approximately 2:30 AM, Engineer operating train No. 1MNGVC-30 traveling West, reported that signal 30 cleared yellow while the C. I. M. train was flagging across the Interlocking.

Signal Supervisor _____ was notified and he had the Dispatcher hold all trains in their position until he arrived. Upon arrival at the Interlocking, he confirmed that the 30 signal was yellow. The cable was meggered and was found to be bad. The cable was replaced from the tower to the westbound home signals and the signal system was thoroughly tested. All tests showed the system to be working as intended with no exceptions.

The signal system was returned to service on November 30, 1996 at 7:00PM.