

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**ALLEGED  
FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
February 1995

DATE February 28, 1995

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  
Transportation Co.  
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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	2-20-95	1DVR0M 20	Signal 6767W	Rio Xover, CO.
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 February 20, 1995 at approximately 10:25 PM, Engineer \_\_\_\_\_ operating train No. 1DVR0M 20 traveling West, reported that he had a YELLOW at signal 6745W approaching Rio and the next signal 6767W at Rio initially appeared to be GREEN, but as they came around the curve and observed the signal from a different angle they saw that it was RED over RED as intended.

Under the direction of Signal Maintainer \_\_\_\_\_, the signal system was removed from service and thoroughly tested. The train crew was also interviewed by \_\_\_\_\_. Tests showed the signal system to be working as intended with no exceptions. However, it was revealed that a Yard light at Rio which was recently restored to service could be mistaken for a GREEN signal aspect when viewed from a certain location.

The light in question was turned off to eliminate the problem. The next day, the light cover was painted to keep crews from seeing it.

The signal system system was restored to service on February 21, 1995 at 4:05 AM.