

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 3

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	2-21-95	1ASROM1 17	Signal 2963R	West Belden, 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 21, 1995 at approximately 12:25 PM, Engineer operating train No. 1ASROM1 17 traveling West, reported that they had a FLASHING YELLOW on signal 2921 and a YELLOW on signal 2945 at East Belden, but found that the repeater signal 2963R at West Belden was GREEN and the next signal 2963 (the West bound Absolute at west Belden) was DARK. The crew was unable to stop the train and ran through the West switch at Belden which was lined reverse.

Under the direction of Signal Engineer, the signal system was immediately removed from service for repairs to the Power Switch and thorough testing. Test showed that signal 2963 was DARK due to a burnt out lamp, the 2963R was FLASHING RED, the 2945 at East Belden was YELLOW and the 2921 was FLASHING YELLOW. All tests showed the signal system to be working properly with the exception of the burnt out lamp. However, the next day we found that the sun was washing out the FLASHING RED aspect on signal 2963R, so the lenses were replaced, the signal was realigned, and a sun shield (or sunhood) was installed to block the sun off the colorlight signal.

The signal system was returned to service on February 21, 1995 at 6:45 PM.