

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

May 1995

DATE

May 31, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific
Transportation Co.
West Colton Division
Yuma Subdivision

REPORTING OFFICER (signature/title)

Engineer - Signals

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

MAIL TO

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

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 | 5-11-95 | SP 1WCKCQ-11 | Signal 208RA | Garnet, CA. |
| 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 May 11, 1995 at approximately 11:05 PM, Engineer operating train No. 1WCKCQ-11 traveling East on the Main track at Garnet, reported that Signal 206R at the West end of the South siding was YELLOW. The next Signal 208RA at the East end of the North siding was Yellow then changed to FLASHING YELLOW. The next Signal 210RA was RED. The incident occurred during a sand storm.

Under the direction of Signal Supervisor, the signal system was removed from service and thoroughly tested. It was revealed that line wires 206RAH and N206RAH had gone slack, causing them to intermittently touch when blown by high winds, thus causing the line series relay to pick up and drop, turning the signal light on and off and giving it the appearance of a FLASHING YELLOW aspect.

The line wire was tightened. The signal system was thoroughly tested and found to be working as intended with no exceptions. The signal system was restored to service on May 12, 1995 at 12:30 A.M.

(If more space is required, continue on reverse)