

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
**ALLEGED
 FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

May 1995

DATE

May 22, 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	5-21-95	SP 1WCHOQK-21	Signal 116R	Loma Linda, CA.
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MANUAL <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 May 21, 1995 at approximately 11:45 PM, Engineer operating train No. 1WCHOQK-21 traveling East on the No.2 track reported that as he went by Signal 116R, the signal was GREEN. The train then passed into the block between Signal 116R and Signal 126R and stopped to cut in a helper engine on the rear of the train. The train then proceeded towards Signal 126R at Redlands Xover and found the 126R to be RED over RED.

Under the direction of Signal Supervisor, the signal system was removed from service and thoroughly inspected and tested with the train still in the block. Repeated tests revealed that Signal 116R must have indicated a YELLOW aspect when the train went by it. All test showed the signal system to be working as intended with no exceptions.

The signal system system was restored to service on May 22, 1995 at 10:05 AM.