

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**ALLEGED  
FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

July, 1995

DATE July 6, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific  
Transportation Co.  
El Paso Division  
Valentine 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	7-4-95	SP 1LBCXT-02	Signal TS	E.E. Paisano, TX
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 July 4, 1995 at approximately 11:45 AM, Engineer operating train No. 1LBCXT-02 traveling East on the Paisano siding, reported that at 3000 feet from the East End of the siding, Signal TS appeared to be GREEN; but as he got closer, to about 1000 feet of the End of Siding, he saw that the Signal was indeed RED.

Under the direction of Signal Supervisor, the signal system was put to stop and thoroughly inspected and tested, and was found to be working as intended with no exceptions.

The signal system was restored to service on July 4, 1995 at 5:00 PM.

The Signal Supervisor returned to the location the next day, at the same time, to monitor the signal in question and found that there could have been a reflection problem from the underside of the hood. This was corrected and a 30 degree spread lens was installed to improve the visibility of the signal across the curve.

FP 95-5-15