

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

**ALLEGED
FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

September, 1995

DATE September 25, 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.
San Antonio Division
Ennis Subdivision

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	9-22-95	SSW8053 1LBMFT1-20	Signal 1576	Luling, TX.
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 September 22, 1995 at approximately 7:45 PM, Engineer _____ operating train No. 1LBMFT1-20 traveling East, reported that Signal 1576 was GREEN followed by a YELLOW at the West End of Luling, and a RED at the East End of Luling. Signal 1576 should have been FLASHING YELLOW.

Under the direction of Signal Supervisor _____ the signal system was inspected and thoroughly tested. All test showed the signal system to be working as intended with no exceptions. The 1576 signal displayed FLASHING YELLOW when same lineup was made as was present for the 1LBMFT1-20.

The following evening, at the same time of day, the Signal Supervisor returned to the location and observed that the signal had no phantom indication and was clearly visible. The signal system was returned to service on September 22, 1995 at 9:40 PM.