

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

October, 1995

DATE

October 24, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific  
Transportation Co.  
Houston Division  
Lafayette 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  
Regional Administrator - 7  
Federal Railroad Administration  
650 Capital Mall, Suite 7007  
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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	10-22-95	SP 1HOCMX-20	Signal 1496	Lafayette, LA.
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 October 22, 1995 at approximately 11:45 AM, Engineer \_\_\_\_\_, operating train No. 1HOCMX-20 traveling East, reported that Signal 1502 at the West End of Scott was YELLOW, Signal 1496 was GREEN and Signal 1482 was RED. Signal 1496 should have been Yellow.

Under the direction of Signal Supervisor \_\_\_\_\_, the signal system was put to stop and thoroughly tested. It was found that the coil wires on the 1496hr relay had been transposed, thus causing the signal to display the incorrect aspect.

After the wires were switched to their proper positions, the signal system was again tested and found to be working as intended with no exceptions.

The signal system was returned to service on October 22, 1995 at 2:00 PM.

(If more space is required, continue on reverse)