OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ALLEGED
FALSE PROCEED SIGNAL REPORT

REPORT FOR *(month/year)*
December 1995

DATE
December 7, 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.
Roseville Division
Cascade Subdivision

MAIL TO

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

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	EM—Electromechanical
AB—Automatic block	EP—Electropneumatic
ACS—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—Manual block
ATC—Automatic train control	M—Mechanical
ATS—Automatic train stop	P—Pneumatic
CL—Color light	PL—Position light
CPL—Color position light	SA—Semiautomatic
E—Electric	TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION *(city and state)*
1 BLOCK SYSTEMS ☐ AB ☐ APB ☒ TC	12-2-95	1EUDOQ-K01 SP 9812	Signal 50LB	Heather, Oregon
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On December 2, 1995 at approximately 9:13 AM PST, Engineer was lined into the siding at East Heather for a meet with the 1LABRF2-01. The Digicon system showed that Signal 50LB at West Heather was at stop and the switch was normal with Signal 50RA cleared for the 1LABRF2-01. later claimed that the Signal 50LB was green, after he ran through the switch and proceeded to East Wicopee.

Signal Supervisor repaired the damaged switch and then thoroughly tested the signal system, and found it working as intended with no defects.

Signals were returned to service on December 3, 1995 at 5:00 PM PST.

GPO 929-925