

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

REPORT FOR (month/year)

January, 1996

DATE January 31, 1996

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 Lines  
 Southern Pacific Trans. Co.  
 West Colton Division  
 Yuma 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	1-26-96	SP 1LBCXT1-25	Signal 54RA	Mortmar, CA.
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 January 26, 1996 at approximately 12:00 PM, Engineer operating train No. 1LBCXT1-25 traveling East, reported that signal 54RA at the West end of Mortmar displayed a GREEN aspect and the next signal at East Mortmar was RED and that he had overrun the RED signal.

Under the direction of Signal Supervisor , the signal system was thoroughly inspected and tested and found to be working as intended with no exceptions. Replay showed the signal at East Mortmar was not requested and the 54RAHR was de-energized with the polar contacts in the reverse position indicating that signal 54RA was YELLOW when the train passed it.

The signal system was restored to service on January 26, 1996 at 5:30 PM.