Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Failed Equipment or Device - Battery or Circuit Breaker

Report #	Date	Reporting Carrier	Block System / Interlocking / Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
478	4/15/1995	SP	CTC	1LAPCX2-15	Signal 142RA	East End of Fagan, CA	N

Narrative

On April 15, 1995 at approximately 4:30 PM, Engineer operating train 1LAPCX2-15 traveling east, reported that signal 142RA at east end of Fagan was Green and the next signal 1572, although dim and hard to see, did display a Red aspect.

Under the direction of the Signal Supervisor, the signal system was placed at STOP for testing. Tests revealed that the battery at signal 1572 was low and that the commercial power was off due to a blown circuit breaker. The battery voltage was high enough to energize the 142RAH polar relay at Fagan but not enough to energize the head relay in signal 1572.

A new circuit breaker was installed and power was restored. The signal system was thoroughly tested and found to be working as intended with no exceptions.

The signal system was restored to service on April 15, 1995 at 5:30 PM.

Report #	Date	Reporting Carrier	Block System / Interlocking / Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
492	6/29/1995	SP	CTC	SP 1ARCKC-29	Signal 272	Plain, CO	N

Narrative

On June 29, 1995 at approximately 12:48 PM, Engineer operating train no. 1ARCKC-29 travelingeast, reported that he observed that signal 272 approach to West Plain was Flashing Yellow and he then found the eastward absolute signal at West Plain Red and overran it.

The Signal Engineer and Signal Supervisor investigated and found that the battery was low due to an open fuse in the AC powerline. They found that a battery voltage of about 6.2 volts would cause the 72S relay to pump causing the signal to display a Flashing Yellow aspect until the battery dropped to about 5.2 volts where it went to STOP.

The signal system was thoroughly tested and no other problems were found. We have continuously lighted the signals to prevent a reoccurrence of this problem with the approach lighting circuit.

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			Narrative						
162	8/25/1997	UP	CTC			SP 8574	Battery	Strauss, NM	N

On August 25, 1997, at 14:00 CDST, on the Lordsburg Subdivision at Strauss, NM, eastbound 1EPLDW.19 had a Flashing Red signal for a move from the siding to the main track before the dispatcher requested the switch reverse.

An investigation revealed a bad set of operating battery causing pumping relays and the siding signal flashing in lieu of steady Red.

The battery was replaced, the signal system was restored to proper operation and all applicable tests were performed.

No. of Reports Shown in this Listing: **3**

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