

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

November, 1995

DATE November 16, 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.
El Paso Division
Carrizozo Subdivision

MAIL TO

Director of Railroad Safety
Regional Administrator - 7
Federal Railroad Administration
650 Capital Mall, Suite 7007
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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC <input type="checkbox"/> AUTO-MATIC	11-7-95	SP 1BSMFF-05	Signal 14619	Ancho, NM.
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 November 7, 1995 at approximately 7:40 AM, Engineer _____ operating train No. 1BSMFF-05 traveling West, reported that Signal 14619 at W. Ancho remained GREEN while the 1WCKCQ-04 traveling East was occupying all 3 track circuits on the main track at W. Ancho, and that the signal had remained GREEN the whole time that the 1WCKCQ-04 was approaching the West End of Ancho.

Signal Engineer _____ investigated and found that a mouse had eaten through the battery and lamp wires insulation, inside the signal junction box. A battery wire was touching the Green lamp wire which could cause the lamp to display GREEN even when the block is occupied.

_____ replaced the bare wires, sealed the box, made full operational tests with shunts, tested relays, and meggered cables. The signal system was then working as intended and was returned to service.