

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

January, 1995

DATE January 16, 1995

REPORTING CARRIER (railroad & region or division)

Southern Pacific  
Transportation Co.  
Southwest Region  
Lordsburg District

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  
Region 7  
Federal Railroad Administration  
801 I Street Room 342  
PO Box 1139  
Sacramento, CA 95812

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)
<sup>1</sup> BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC <input type="checkbox"/> AUTO-MATIC	1-11-95	01CICHX-10	Signal 50RA	Akela, New Mexico
<sup>2</sup> INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
<sup>3</sup> AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<sup>4</sup> OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On January 11, 1995 at approximately 11:10 PM, Engineer operating train NO. 01 CICHX-10 traveling East, reported that Signal 50RA at West Akela was GREEN and the next Signal 52RA was RED. Signal 50RA should have been YELLOW.

Under the direction of Signal Maintainer, the signal system was immediately removed from service and thoroughly tested. It was found that the report made was true. Upon further investigation, it was found that a broken eyelet in the negative armature circuit in the Eastbound Signal 52RA caused that circuit to remain open and Signal 52RA to remain RED regardless of the position of the controlling relays.

The defect was corrected. The signal system was thoroughly tested and found to be working as intended. The system was restored to service on January 12, 1995 at 3:00 AM.