

JUL 19 1995

OMB No. 04-R-4028

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

REPORT FOR (month/year)
July, 1995

DATE July 10, 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 Lines
El Paso Division
Carrizozo Subdivision

MAIL TO

Director of Railroad Safety
Region 7
Federal Railroad Administration
650 Capital Mall Suite 7707
Sacramento, CA 95814

REPORTING OFFICER (signature/title)

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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
 - AS—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	7-8-95	1LBCHT1-06 East	Signal 16172	Hargis, NM.
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 July 8, 1995 at approximately 7:15 AM Engineer operating Eastbound SP train 1LBCHT1-06, reported that he passed signal 16172 on a GREEN aspect and then found signal 16198 RED and signal 16212 DARK.

Signal Supervisor tested the signal system and found that the battery charger (rectifier) at signal 16212 had failed, causing the battery voltage to drop to about 3-4 VDC. This caused signal 16198 to go RED after the train passed signal 16172. The battery charger was replaced and the signal system was thoroughly tested with no other defects found, and signals operating as intended.

The signal system was restored to service on July 8, 1995 at 3:00 PM.