

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
ALLEGED
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

August, 1995

DATE August 14, 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 | 8-12-95 | SP 1EPKCT-12 | Signal 14174 | Three Rivers, 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 August 12, 1995 at approximately 3:50 PM, Engineer _____, operating train No. 1EPKCT 12 traveling East, reported that Signal 14174 was Yellow, while the rear of the train ahead No. 1LBCHT1-10 was still in the block.

Under the direction of Signal Supervisor J.L. Stevenson, the signal system was thoroughly tested. All tests showed the signal system to be working as intended with no exceptions.

The following day, Division Signal Engineer _____ and Signal Supervisor _____ made further operational tests and observed the signal at the same time of day for evidence of phantom indication. They found the signal system to be working as intended. They did note, however, that the Electrocode 4 receiver LED's flashed while being checked for pickup values, so they replaced the Electrocode 4 box and module as a precautionary measure.

The signal system was returned to service on August 13, 1995 at 5:55 PM.