OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
January 1995

DATE February 7, 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)
The Atchison Topeka and Santa Fe Railway Company

MAIL TO:
Director of Railroad Safety
Federal Railroad Administration
1807 Federal Building
911 Walnut Street
Kansas City, Missouri 64106

REPORTING OFFICER (signature/title)
Director Signal Systems

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 ☐ AB ☐ APB ☒ TC	01-26-95	N/A	Relay	Kansas City, KS
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 8:45PM, January 26, 1995 dispatcher reported signal 2W at CP 148 had cleared without being requested. Signal Department investigated the reported incident and determined the 2WBHR relay failed to de-energize allowing signal 2W to reclear after the train passed 2W signal. The 2WBHR relay was removed from service and signal system tested to verify proper operation. Defective relay has been taken to Topeka for further testing to determine cause of failure.

Investigating
7AM

(If more space is required, continue on reverse)

FP95-6-2

FORM FRA F 6180-14 (6-72)

GPO 929-925

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: January 26, 1995
2. Time of Incident: Approximately 8:22PM
3. Location: 12TH St.-CP 148 MP 3.5 Emporia Subdivision
4. Number of Trains Each Day: 35
5. Train & Engine Number: N/A
5A. Type of Train (PSGR or FRT): N/A
6. Direction: N/A
7. If Freight Train, number of cars N/A
8. How Many Tons: N/A
9. How Many Loads and Empties: N/A
10. Hazardous Material: N/A
11. Type and Number of Haz. Mat. Cars: N/A

12. Signal Number: 2W
13. Device That Failed: 2WBHR Relay
14. When Last Inspected: September 14, 1994
15. Who Responded And Conducted Test:
16. Carrier Action Taken: Replaced relay and tested signal system for proper operation.
17. Equipment Installed Date: July 13, 1990
18. Equipment Last Tested: January 20, 1995
19. Type of System: CTC
20. Method of Operation: Dispatcher control
21. Maximum Time Table Speed: 45 MPH