OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
February 1995

DATE
February 28, 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	EM–Electromechanical
AB–Automatic block	EP–Electropneumatic
ACS–Automatic cab signal	FP–False proceed
APB–Absolute permissive block	MB–Manual block
ATC–Automatic train control	M–Mechanical
ATS–Automatic train stop	P–Pneumatic
CL–Color light	PL–Position light
CPL–Color position light	SA–Semiautomatic
E–Electric	TC–Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS ☐ AB ☐ APB ☒ TC	02-21-95	829	Relay	Winslow, AZ
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 4:20PM, February 21, 1995 train crew on the H-KCBA1-20 reported Westbound intermediate signal 2861 displayed green over green aspect for their train as they were departing Winslow. Signal Department was notified and on arrival found signal 2861 displaying a yellow over green aspect with next Westbound signal at West Winslow red. The investigation determined that a vehicle had hit the signal instrument house causing the 1ALGR relay to lay on its side allowing the 2861 signal to display yellow over green instead of yellow. The relay was returned to its normal position and then signal system tested to prove proper operation.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

GPO 929-925

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: February 21, 1995
2. Time of Incident: Approximately 4:20PM
3. Location: MP 286.4 - Seligman Subdivision
4. Number of Trains Each Day: 50
5. Train & Engine Number: H-KCBA1-20 - Engine 829
5A. Type of Train (PSGR or FRT): Freight
6. Direction: Westbound
7. If Freight Train, number of cars 81
8. How Many Tons: 7941
9. How Many Loads and Empties: 68 loads - 13 empties
10. Hazardous Material: Yes
11. Type and Number of Haz. Mat. Cars: 5 cars - 1 poison
    4 flamable combustable
12. Signal Number: 2861
13. Device That Failed: Relay laying on side account instrument house hit and knocking relay off shelf.
14. When Last Inspected: January 23, 1995
15. Who Responded And Conducted Test:
16. Carrier Action Taken: Returned relay to normal position and tested signal for proper operation.
17. Equipment Installed Date: July 1981
18. Equipment Last Tested: January 23, 1995
19. Type of System: CTC
20. Method of Operation: Dispatcher control
21. Maximum Time Table Speed: 45 MPH