OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
March 1995

DATE March 12, 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	03-12-95	876	ckt design error	Barstow, CA
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 10:20AM, March 12, 1995, train crew on the S-LBNY5-11 reported Eastbound control signal (2RA) West D yard was green and next signal Eastbound control signal (2RA) East D yard was red. Signal Department was notified of condition reported and since all information of routes that were established at time of reported incident was not made available to the investigating team, the first effort to find reported problem was inconclusive. Further review of circuit plans and with additional information of exact routes established at reported time of incident, the reported signal condition was reproduced. Investigation revealed that a circuit, design error was the cause of the reported incident. Recent circuit design change to provide compliance with FRA Rule 236.23 created the false proceed signal condition. Normal in service testing would not detect this condition, because it involved a route not under test. Circuit design error was corrected and signal system was tested to prove proper operation.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

GPO 929-928

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: March 12, 1995
2. Time of Incident: Approximately 10:20AM
3. Location: Barstow West D yard - MP 749.0 - Cajon Sub.
4. Number of Trains Each Day: 60
5. Train & Engine Number: S-LBNY5-11 - Engine 876

5A. Type of Train (PSGR or FRT): Freight

6. Direction: Eastbound
7. If Freight Train, number of cars 45
8. How Many Tons: 3433
9. How Many Loads and Empties: 45 loads - 0 empties
10. Hazardous Material: Yes
11. Type and Number of Haz. Mat. Cars: 1 car corrosive liquids
12. Signal Number: 2RA West D yard
13. Device That Failed: circuit design error.
14. When Last Inspected: February 15, 1995
15. Who Responded And Conducted Test: D.L. Weddle-R.W. Coonce J.A. Langdon
16. Carrier Action Taken: Correct circuit design error and test signal system for proper operation.
17. Equipment Installed Date: February 15, 1995
18. Equipment Last Tested: February 15, 1995
19. Type of System: CTC
20. Method of Operation: Dispatcher control
21. Maximum Time Table Speed: 79 MPH