OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
April 1995

DATE April 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 [X] AB [ ] APB [ ] TC	04-05-95	3850	Wiring Error	Athos, AZ
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 6:20AM, April 5, 1995, crew on the Q-R1AL1-03 reported as they were on the Athos siding approaching the leave siding signal at the East end of Athos to wait for Amtrak No. 4 to pass on the South main track, the leave siding signal displayed a green aspect. Signal Department personnel were notified and their investigation of the reported incident verified the condition as reported. Further investigation determined that a wiring error had been made while changing a two point relay to a four point relay the day before and proper tests were not conducted to prove correct operation of signal system. The wiring error was corrected and tests were conducted to prove proper operation of the Signal system. Responsibility of the wiring error has been determined and discipline will be assessed.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: April 5, 1995
2. Time of Incident: Approximately 6:20AM
3. Location: East End Athos - MP 534.07 - Seligman Subdivision
4. Number of Trains Each Day: 40
5. Train & Engine Number: Q-R1AL1-03 - Engine 3850

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

6. Direction: Eastbound
7. If Freight Train, number of cars 76
8. How Many Tons: 5036
9. How Many Loads and Empties: 76 loads - 0 empties
10. Hazardous Material: Yes
11. Type and Number of Haz. Mat. Cars: 1 car-corrosive hazmat STCC 4935208
12. Signal Number: (5344) no number board
13. Device That Failed: Wiring error
14. When Last Inspected: N/A
15. Who Responded And Conducted Test:
16. Carrier Action Taken: Corrected wiring error - tested signal system for proper operation.
17. Equipment Installed Date: April 4, 1995
18. Equipment Last Tested: April 5, 1995
19. Type of System: Double track ABS
20. Method of Operation: TWC
21. Maximum Time Table Speed: 79MPH