OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
May 1995

DATE May 11, 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	05-04-95	526	Underground Cable	Near Lucy, NM
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 5:11AM, May 4, 1995, crew on the S-KCLB5-03 reported they were lined Westbound into the siding at the East end of Lucy with a red over green aspect at control signal (L) and the approach signal 8261 displayed green instead of flashing yellow for their train. Signal personnel were notified and their investigation of the reported incident verified the condition reported. Further investigation determined that a contractor installing a antenna tower for radio control of the CCT control point, had driven a ground rod through the underground cable that runs from the instrument house to the Westbound control signal (L) at the East end of Lucy. This condition provided a cross path for the B10 battery conductor and the LAHDP conductor. The LAHDP is the pole change circuit for approach signal 8261. The underground cable was repaired temporary and signal system tested to prove proper operation. Later the same day (5-4-95) the damaged underground cable was replaced and signal system re-tested.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: May 4, 1995
2. Time of Incident: Approximately 5:11AM
3. Location: MP 826.3 - Clovis Subdivsion
4. Number of Trains Each Day: 40
5. Train & Engine Number: S-KCLB5-03 - Engine 526

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

6. Direction: Westbound
7. If Freight Train, number of cars 74
8. How Many Tons: 7365
9. How Many Loads and Empties: 74 loads - 0 empties
10. Hazardous Material: Yes
11. Type and Number of Haz. Mat. Cars: 11 containers - various types of hazardous material
12. Signal Number: 8261
13. Device That Failed: Underground cable damaged causing crossed crcuit.
14. When Last Inspected: April 20, 1995
15. Who Responded And Conducted Test:
16. Carrier Action Taken: Replaced damaged underground cable and tested signal system to prove proper operation.
17. Equipment Installed Date: 1943
18. Equipment Last Tested: April 20, 1995
19. Type of System: CTC
20. Method of Operation: Dispatcher Control
21. Maximum Time Table Speed: 70MPH