OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
June 1995

DATE June 27, 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	06-17-95	Union Pacific 5055	Track Relay	Near Keenbrook, CA
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 8:19PM, June 17, 1995, crew on the (UP) F-CNYR1-17 reported intermediate signal 672 was yellow as they passed signal and upon approach of next intermediate signal 642 they observed a eastward train with approximately six or seven cars in their block. Signal personnel were notified and their investigation of the reported incident verified the condition reported. Further investigation determined that with standard .06 ohm shunt (2ATR) track relay would de-energize but signal control circuit stayed energized. The track relay was found to have moisture on the contacts allowing signal control circuit to be energized with track relay in the de-energized position. The track relay was replaced and signal system tested to prove proper operation. All other relays in the instrument case were inspected and found to be moisture free. The defective track relay will be returned to US&S for their investigation to determine how the moisture was allowed to enter the sealed relay.

(If more space is required, continue on reverse)

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: June 17, 1995
2. Time of Incident: Approximately 8:19PM
3. Location: MP 64.7 - Cajon Subdivision
4. Number of Trains Each Day: 60
5. Train & Engine Number: F-CNYR1-Engine 5055 Union Pacific

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

6. Direction: Eastbound
7. If Freight Train, number of cars 41
8. How Many Tons: 2345
9. How Many Loads and Empties: 14 loads - 27 empties
10. Hazardous Material: Yes
11. Type and Number of Haz. Mat. Cars: 10 cars, flammable, corrosive residue, and posion gas residue
12. Signal Number: 672
13. Device That Failed: DN-22BH 4 ohm bias neutral relay
14. When Last Inspected: Februay 21, 1995
15. Who Responded And Conducted Test: - ;Bur -
16. Carrier Action Taken: Replaced defective relay and test signal system to prove proper operation.
17. Equipment Installed Date: August 1972
18. Equipment Last Tested: February 21, 1995
19. Type of System: CTC
20. Method of Operation: Dispatcher Control
21. Maximum Time Table Speed: 50 MPH