DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINSITRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
July 1995

DATE
July 17, 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 fifteen days after a false proceed occurs. If no false proceed occurs during any calender month, a report showing "No Failures" need not be filed.

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
1100 Main Street
Kansas City, MO 64105

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 bolck 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	07-12-95	7161	Circuit design error	Mykawa, Texas
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHE (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 10:19PM, July 12, 1995, train crew on the F-01756-12 reported Eastbound control signal (2R) West End Mykawa was clear and the next signal 2RA at East End Mykawa was red. Signal Department was notified of condition reported and were able to reproduce the condition. Investigation revealed that a circuit design error was the cause of the reported incident. The circuit design error was corrected and the signal system was tested to prove proper operation.

FALSE PROCEED INCIDENT INFORMATION

1. Date of incident: 07 - 12 - 95
2. Time of incident: Approximately 10:19 PM
3. Location: Mykawa, Texas
4. Number of trains each day: 25
5. Train and engine number: F - 01756 - 12 Engine 7161

5a. Type of train: Freight

6. Direction: Eastbound
7. If Freight Train, number of cars: 12
8. How many tons: 1096
9. How many loads and empties: Loads 7 Empties 5
10. Hazardous material: Yes
11. Type and number of hazardous material cars: 5 empty tank cars - residue
12. Signal number: 2R (eastbound control signal)
13. Device that failed: Circuit design error.
14. When last inspected: 07 - 12 - 95
15. Who responded and conducted test:
16. Carrier action taken: Correct circuit design error and test signal system for proper operation.
17. Equipment installed date: 05 - 16 - 95
18. Equipment last tested: 07 - 12 - 95
19. Type of system: CTC
20. Method of operation: Dispatcher control
21. Maximum Time Table speed: 45 mph