

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

July 1995 (3)

DATE

June 31, 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  
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 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> XTC	07-19-95	3448	Human Error	Kansas City, KS
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 12:20PM, July 19, 1995 train crew on the work train reported signal 176 was displaying a yellow aspect for their route, and felt it should have been a lunar aspect. Signal Department was notified and their investigation of the reported incident verified the condition reported. Further investigation determined that the H2 head relay of signal 176 had the wrong color roundal in the left position. The H2 head relay was replaced to provide a lunar roundal instead of a yellow roundal. The signal system was tested to prove proper operation. Person responsible for condition found is under investigation so discipline can be assessed.

(If more space is required, continue on reverse)

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: July 19, 1995
2. Time of Incident: Approximately 12:20PM
3. Location: North Chicago Jct. - Tower 3 KCT Railroad
4. Number of Trains Each Day: 80
5. Train & Engine Number: Santa Fe work Train - Engine 3448
- 5A. Type of Train (PSGR or FRT): Work Train
6. Direction: Westbound
7. If Freight Train, number of cars 30
8. How Many Tons: 687
9. How Many Loads and Empties: 30 loads - 0 empties
10. Hazardous Material: N/A
11. Type and Number of Haz. Mat. Cars: N/A
12. Signal Number: 176
13. Device That Failed: Human error.
14. When Last Inspected: February 17, 1995
15. Who Responded And Conducted Test: Signal Supervisor-Maintainer
16. Carrier Action Taken: Replaced H2 relay with proper roundals and tested signal system.
17. Equipment Installed Date: ---
18. Equipment Last Tested: June 21, 1994
19. Type of System: CTC
20. Method of Operation: Control Operator
21. Maximum Time Table Speed: 25 MPH