OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
March 1995 (3)

DATE
March 23, 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 ☐ AB ☐ APB ☒ TC	03-11-95	79	Trap Ckt	Kansas City, MO
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 9:30PM, March 11, 1995, Traffic Control Operator tired to clear Westbound signal (54R) BN crossing over the 63 switch reverse. Then stacked a route to clear the Eastbound signal (54LA) over the 63 switch normal. Signal (54R) would not clear and the GWRR switch engine was authorized to flag the red (54R) signal. While the GWRR switch engine was flagging over dead section of the BN crossing frog, the 63 switch moved to normal position. Investigation by Signal Department determined 53 trap circuit is not effective unless signal is cleared over the crossing frog dead section. As a temporary measure of protection, instructions were issued to the Traffic Control Operators to provide manual protection for similar type switching moves until circuit design changes can be installed that will provide route locking over the crossing frog regardless of position of the control signal.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

GPO 929-928

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: March 11, 1995
2. Time of Incident: Approximately 9:30PM
3. Location: BN Crossing - KCT Railroad-KCT MP 7.18
4. Number of Trains Each Day: 100
5. Train & Engine Number: GWWR - Engine 79

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

6. Direction: Westbound
7. If Freight Train, number of cars N/A
8. How Many Tons: 125
9. How Many Loads and Empties: N/A
10. Hazardous Material: N/A
11. Type and Number of Haz. Mat. Cars: N/A

12. Signal Number: 54R
13. Device That Failed: 53 Trap Circuit
14. When Last Inspected: July 1993
15. Who Responded And Conducted Test: Signal Supervisor-Signal Inspector & Signal Maintainer
16. Carrier Action Taken: Tested signal system
17. Equipment Installed Date: February 1970
18. Equipment Last Tested: July 1993
19. Type of System: CTC
20. Method of Operation: Traffic Control Operator
21. Maximum Time Table Speed: 15