OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
September 1995

DATE
September 21, 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

MAIL TO:

Director of Railroad Safety
Federal Railroad Administration
1100 Main Street
Kansas City, MO 64105

REPORTING CARRIER (railroad & region or division)

The Atchison Topeka
and Santa Fe Railway
Company

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 [X] AB [ ] APB [ ] TC	09-11-95	811	unknown	Colmor, NM
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 6:10 PM, September 11, 1995 Amtrak engineer reported signal 7102 at the west switch of Colmor red and approach signal 7112 was green for his train. Signal Department was notified and made operation test of the signal system in question, with no exceptions taken. The control relay for signal 7112 was replaced (22HDR) as a precautionary measure. The signal control relay (22HDR) has been sent to our signal repair shop for more extensive tests and inspection.

(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: September 11, 1995
2. Time of Incident: Approximately 6:10PM
3. Location: MP 712.6 - Raton Subdivision
4. Number of Trains Each Day: 6
5. Train & Engine Number: A-41-10 - Engine 811
5A. Type of Train (PSGR or FRT): Passenger
6. Direction: Eastbound
7. If Freight Train, number of cars N/A
8. How Many Tons: N/A
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: 7122
13. Device That Failed: Unable to determine cause for reported incident.
14. When Last Inspected: August 25, 1995
15. Who Responded And Conducted Test:
16. Carrier Action Taken: Tested signal system, unable to duplicate reported incident.
17. Equipment Installed Date: February 22, 1984
18. Equipment Last Tested: T-2 signal (5-3-95) DP-14 Relay(6-14-95)
19. Type of System: ABS
20. Method of Operation: TWC
21. Maximum Time Table Speed: 79 MPH