DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 12-18-95

MAIL TO

Mr. Tom McFarlin
Signal & Train Control Specialist
Federal Railroad Administration
1100 Main Street, Suite 1130
Kansas City, MO 64105

REPORTING CARRIER (railroad & region or division)

BURLINGTON NORTHERN SANTA FE RAILROAD
SOUTHEASTERN DIVISION

REPORTING OFFICER (signature/title)

Manager Signal AUP Signals

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 failure should be included in Item 1. Block System

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	MP	-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 OR TRAIN NUMBER	DEVICE THAT FAILED	LOCATION (City and State)
1 BLOCK SYSTEMS [ ] AB [ ] APB [X] TC	12-12-95	TRAIN 01-131-12	power switch	AFTON OK
2 INTERLOCKING [ ] [ ] [ ] AUTO MATIC				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Replaced crossover switch machine (67sw) on main track number 2 Afton, OK. When crossover was requested reverse, switch 67A on main track number 1 did not throw reverse as requested and stayed in the normal position. Switch 67 on main track 2 threw reverse and crossover indicated reverse through incorrect jumpers in 67sw allowing signal 68RB to display false proceed signal through crossover. Train ran through switch on main number 1. Removed incorrect jumpers and tested crossover, system function as intended.

(If more space is required continue on reverse)