

McFarlin

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE FEBRUARY 13, 1996
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 ILLINOIS DIVISION
	REPORTING OFFICER (signature/title)  ASST. VICE PRESIDENT 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	01/29/96	P-CHLA1-29 ENGINE 579	FR-2	EDELSTEIN, IL
2 INTERLOCKING <input type="checkbox"/> AUTO <input type="checkbox"/> MATIC				
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

WESTBOUND TRAIN P-CHLA1-29 REPORTED PASSING SIGNAL 1361 DISPLAYING A GREEN ASPECT AND NEXT SIGNAL, WESTBOUND CONTROL SIGNAL AT EDELSTEIN, WAS DARK OVER RED. MAINTAINER AND INSPECTOR FOUND THE FR-2, THE DEVICE THAT SUPPLIES LAMP VOLTAGE, WAS PARTIALLY FAILING, CAUSING THE TOP LAMP ON THE WESTBOUND CONTROL SIGNAL TO BE VERY DIM, BUT ENOUGH CURRENT TO HOLD THE LIGHT OUT RELAY. THE DEFECTIVE FR-2 WAS REPLACED, THE LIGHT OUT RELAY TESTED FOR PROPER OPERATION AND SIGNAL SYSTEM TESTED.

(If more space is required continue on reverse)

KANSAS CITY REGION  
 96 FEB 15 9:15  
 FEDERAL RAILROAD  
 ADMINISTRATION