

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
ALLEGED FALSE PROCEED SIGNAL REPORT

DATE FEBRUARY 15, 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
 Santa Fe

REPORTING OFFICER (signature/title)

Assistant 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	2/11/96	TRAIN # 01-127 -11	SIGNAL 116R	SOUTH AMORY, MS.
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input type="checkbox"/> <input type="checkbox"/> <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

NORTHBOUND BNSF 01-127 -11 TRAIN CREW (ENGINEER, _____ CONDUCTOR, _____) STATED THAT NORTHBOUND SIGNAL 116R, SOUTH AMORY DISPLAYED A GREEN OVER RED ASPECT. THE NEXT SIGNAL, 124RA, NORTH AMORY DISPLAYED A RED ASPECT. AT THIS TIME, NORTH AMORY WAS LINED FOR A SOUTHBOUND MOVE WITH A REVERSE SWITCH.

SIGNAL SUPERVISOR AND MAINTAINER INVESTIGATED. INCIDENT COULD NOT BE DUPLICATED. SIGNAL OPERATION CENTER LOG INDICATED NO EXCEPTIONS.

OPERATIONAL TESTS AND INSPECTIONS WERE PERFORMED WITH NO EXCEPTIONS NOTED.

A RECORDER WAS INSTALLED AT SOUTH AMORY TO MONITOR SIGNAL OPERATION.