

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE APRIL 11, 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	4/3/96	NONE	TRACK CIRCUITS	BRISTOL, IL
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

AMTRAK 1347-3 ON THE NORTH TRACK WEST OF BRISTOL, IL., LOST SHUNT AND ALLOWED THE WESTBOUND SIGNAL ON THE NORTH TRACK AT BRISTOL TO MOMENTARILY CLEAR. THE DISPATCHER HAD ENTERED A STACK FOR THIS SIGNAL BEHIND AMTRAK. SHUNT TEST WERE PERFORMED WITH NO EXCEPTIONS. NO TRAIN WAS PRESENT NEAR BRISTOL TO OBSERVE THE WESTBOUND SIGNAL AT BRISTOL TO MOMENTARILY CLEAR. ADJUSTMENTS TO TRACK CIRCUITS BETWEEN BRISTOL AND MP 48.7 WERE MADE TO REDUCE THE VOLTAGE ON THE TRACK RELAYS FOR BETTER SENSITIVITY.

(If more space is required continue on reverse)