

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE May, 23 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
Burlington Lines

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
ATC	-Automatic train stop	P	-Pneumatic
CL	-Color light	PL	-Position light
CPL	-Color position light	SA	-Semiautomatic
E	-Electric	TC	-Traffic Control

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KANSAS CITY REG

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	5/17/96	113NN226-16	121 R track	East Finch MT.
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

At approximately 21:00 on 17 May 1996, train 113NN226-16 sitting on main line at East Finch with train 70TT006-16 East of him in the block between him and first intermediate signal East of Finch. East Bound absolute signal went Red to Yellow and then to Green then back to Red.

Investigation revealed track wires at Finch and RB cut were transposed. Maintainer had replaced track wires after Tie gang approximately 2 hours prior to incident. Swapped track wires resulted in track relay not shunting with .06 ohm shunt. Track wires were rung out, and restored to proper configuration. System was tested and operating correctly at 06:00 on 18 May 1996.

(if more space is required continue on reverse)