DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: September 30, 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 Lines, Southeastern Division, Monett Subdivision

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 [ ] AB [ ] APB [XX] TC	9/26/96	Westbound BN Train 91817-26	Intermediate Signal 244.6 (A Head)	Springfield, MO
2 INTERLOCKING [ ] [ ] [ ] AUTOMATIC				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Westbound train 91817-26 with Eng. , Cond. , Brkman looked back and observed Eastbound Signal 244.6 Yellow over Red as they were passing. Train crew stopped train and advised Dispatcher. Dispatcher held 91817-26 until Maintainer , Inspectors and , General Constr. Supv. , and Trainmaster arrived at location. With all Signal personnel present the Yellow over Red aspect was verified with train 91817-26 setting on main track with cars setting East and West of signal. Upon investigation it was found the control circuit for the A head H2 mechanism had foreign battery on it holding the top signal Yellow. A ground and cross test was performed on the wires going to the H2 and revealed crossed wires but no current flow to ground. The source of foreign battery was found to be coming from the negative light battery (-B) and positive battery from the +B circuit for the mechanism. Further inspection revealed all wires from the case to the mechanism were bare (insulation wore off) where the wires were routed from the mast into the flexible conduit going to the H2 unit. Wires were replaced to the A and B signal mechanisms and tests performed. Signal OK for normal use at 7:06 PM.
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