

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 11-21-96

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
Chicago Division
Chicago Subdivision

FEDERAL RAILROAD
ADMINISTRATION

96 NOV 25 A10:28

REPORTING OFFICER (signature/title)

Asst. Vice President Signale

KANSAS CITY, MO

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	11-16	SUBURABAN 1268	LIGHTNING ARRESTORS	WESTMONT, 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

SUBURBAN TRAIN 1268 REPORTED SIGNAL 319.6 WENT FROM RED, TO YELLOW, TO GREEN AND THEN BACK TO RED WHILE TRAIN 1294 WAS EAST OF THE SIGNAL. SIGNAL SUPERVISOR FOUND SHORTED LIGHTNING ARRESTORS ON TRACK ISOLATION UNITS. WHILE THE LAST SET OF TRUCKS IN TRAIN 1294 WERE IN THE STAGGER OF THE INSULATED JOINTS AND WITH THE TWO SHORTED LIGHTNING ARRESTORS, THE INSULATED JOINTS WERE IN EFFECT BYPASSED. THIS ALLOWED THE TRACK RELAY ON THE EAST SIDE OF THE INSULATED JOINTS TO BE ENERGIZED BY THE TRACK BATTERY ON THE WEST SIDE OF THE JOINTS UNTIL THE LAST SET OF TRUCKS WERE EAST OF THE EFFECTIVE INSULATED JOINT, AT WHICH TIME THE TRACK RELAY WAS AGAIN DE-ENERGIZED. THIS ALLOWED THE SIGNAL TO MOMENTARILY GO TO YELLOW, GREEN AND THEN BACK TO RED. THE DEFECTIVE LIGHTNING ARRESTORS WERE REMOVED AND THE CIRCUITS TESTED FOR PROPER OPERATION.

(If more space is required continue on reverse)