

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE 12/17/96

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 Santa Fe / Southeastern
	REPORTING OFFICER (signature/title)
Assistant Vice President Signals	

FEDERAL RAILROAD
KANSAS CITY REGION

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

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 |

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.

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	12/15/96	94-650-15	Signal 92R	South Ada, OK
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

At approximately 0340 hours, on 12/15/96, train 94-650-15 reported Absolute signal 92R, Northbound home signal, South Ada, OK displayed a Green aspect with train 50-JJ005-13 still occupying the block between South and North Ada. Signal maintainer found 92RHDR in the energized position with no voltage applied to the coils. Relay was replaced, operating tests performed, and system operated as intended. 92RHDR will be sent to the Springfield Signal shop for further testing.