

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE 8-07-97

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
 Southern region, Gulf division, Lafayette subdivision

REPORTING OFFICER (signature/title)
 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. assuming 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	8-06-97	SSW8089 east	signal 1660	Crowley, La.
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

Train 7290 west was in the siding at Crowley with train 7952 west pulling into the siding behind the 7290 west to meet east bound train SSW 8089. The 7952 west was to long and several cars were hanging out on the main line at the east end of siding. Train SSW 8089 reported that when he approached and passed signal 1660 at the west end of the siding the signal 1660 was green and when he arrived at east end signal 1639 was red. Signal supervisor was called and placed the signals to stop until all trains had departed. When reenactment was done signal 1660 assumed the correct yellow aspect. All circuits and relays were tested with no exceptions poleline was walked and line wrap was observed at mile post 164.2 account trees in the line. The wrap was between BL10 and WPC control wire, which is the pole changer from yellow to green at signal 1660. Even though circuit wasn't failing at time of inspection when wires were pressed together signal 1660 did change to the green position. This failure was reproduced for the local trainmaster and we think the line wrap was the cause of the reported false proceed. The line wrap, trees, brush and BL10 were removed and all signals restored and tested ok. We will install electrocode in this area immediately to preclude this from happening again.

The SSW 8089 had authority in the Midland block and was not authorized in the Crowley block. The SSW 8089 had to stop at the east end of Crowley due to no authority in the block and therefore there was no chance of a collision.