

ALLEGED

FP97-6-10

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">DATE</td> <td>SEPT. 15, 1997</td> </tr> </table>	DATE	SEPT. 15, 1997
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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 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. assuring 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

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|--------------------------------|----------------------|
| 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 type="checkbox"/> TC	9/11/97	E-MEACDM023	NONE	SHATTUC, ILLINOIS
2 INTERLOCKING AUTO <input type="checkbox"/> <input checked="" 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 E-MEACDM023 REPORTED THAT THE APPROACH SIGNAL TO THE SHATTUC AUTOMATIC INTERLOCKER WAS GREEN AND THAT THE ABSOLUTE SIGNAL AT THE SHATTUC INTERLOCKER WAS RED AND A CSX TRAIN WAS OCCUPYING THE INTERLOCKER. E-MEACDM023 WAS TRAVELING EASTBOUND AND GOT BY THE ABSOLUTE SIGNAL. SIGNAL DEPT. FORCES FROM BOTH THE BNSF AND CSX RESPONDED TO CONDUCT SIGNAL TESTS, REVIEW THE INFORMATION FROM THE EVENT RECORDER AND SIMULATE THE EVENT WITH TRACK SHUNTS. ALL TESTS TO REPRODUCE THE EVENT WITH THE TIMING SHOWN ON THE EVENT RECORDER WERE NEGATIVE, AND TESTS FOR CROSS AND GROUNDS, RELAY VALUES, APPROACH LOCKING AND INSPECTION OF SIGNALS AND EQUIPMENT SHOWED NO DEFECTS. THE INTERLOCKER IS MAINTAINED BY TEH CSX AND THE BNSF APPROACH SIGNAL AND TRACK CIRCUITS ARE MAINTAINED BY BNSF.

(If more space is required continue on reverse)