

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE 09-29-97

MAIL TO

Mr. Tom McFarlin
Signal & Train Control Specialist
Federal Railroad Administration
1190 Main Street, Suite 1130
Kansas City, MO 64105

REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway
Southern region, Gulf division, Lafayette sub.

REPORTING OFFICER (signature/title)

Vice President Signals

97 OCT 3 18:42

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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	9-26-97	SF3680	signal 1401	Elks DTC Block near Lafayette, La.
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

Train P-NWOCLO1-26/ engine SF3680 reported signal 1401 green with next signal 1415 red with no other trains in vicinity. Upon arrival signal supervisor and signal maintainer observed the above condition and placed 1401 signal to stop. Further investigation revealed signal 1415 was red due to a failed rectifier which shorted down the signal batteries at 1415 signal. Signal 1401 was green account line wire OIG was wrapped with the 15PCR line wire which falsely held 1401 green. The line wrap was caused by a dozer working under our poleline near mile post 140.05. The dozer had hit one of our poles and caused a hard wrap. There wasn't any trees or brush in this area and the dozer apparently belongs to a farmer doing work in the field next to the BNSF property. After line wrap was removed and rectifier replaced, signal 1401 was restored to service, all circuits tested and ok for service. Electrocode will be installed in this area to retire the poleline circuits.

(If more space is required continue on reverse)

FRA F6180-14