

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION <b>FALSE PROCEED SIGNAL REPORT</b>	DATE <span style="border: 1px solid black; padding: 2px;">10-3-97</span>
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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 Railway Marcalins Sub  REPORTING OFFICER (signature/title) Aast VP Signals
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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	9-12-97	UP LNJ5812	ALLEGED 2R SIGNAL	ETON, MO
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

EASTBOUND UPRR TRAIN LNJ5812 WAS STOPPED AT ETON ON SOUTH TRACK AT THE 4R SIGNAL. AN EASTBOUND TRAIN ON THE NORTH TRACK WAS CROSSING OVER FROM NORTH TO SOUTH TRACK. THE ENGINEER AND CONDUCTOR ON THE UPRR TRAIN STATED THAT AS THE TRAIN ON THE ADJACENT TRACK WAS GOING UNDER THE 2R SIGNAL ON THE NORTH TRACK THAT THE SIGNAL WAS GOING FROM RED OVER RED TO RED OVER YELLOW. THIS OCCURRED NUMEROUS TIMES. THIS WAS NOT THE SIGNAL FOR EB MOVEMENT ON THE SOUTH TRACK FOR THE UPRR TRAIN.

DUE TO A COMMUNICATION ERROR BETWEEN THE DISPATCHER AND SIGNAL CONTROLLER, THE WRONG SIGNAL WAS INVESTIGATED BY FIELD PERSONNEL. THE SIGNAL TEAM INVESTIGATED THE EASTBOUND SIGNAL ON THE SOUTH TRACK. THEY LOOKED AT THE FIELD LOGS, OFFICE LOGS AND DID AN REENACTMENT. THE REPLAY DID SHOW THAT THE SWITCH WENT OUT OF CORRESPONDENCE MOMENTARILY AND A BAD ORDER 4TU TIMER WERE FOUND. THESE TWO PROBLEMS DID NOT CAUSE THE SIGNAL TO CHANGE ASPECT AS REPORTED BUT WERE FOUND AND REPAIRED WHILE TESTING. ANOTHER FIELD INVESTIGATION WAS ACCOMPLISHED ON OCTOBER 2, AND 3, 1997. THE PROPER SIGNAL WAS INVESTIGATED WITH NO EXCEPTIONS NOTED.

THE OUTER 10 DEGREE DEFLECTING LENS AND PHANKILL UNITS WERE REMOVED FROM ALL SIGNALS AT THIS LOCATION ON 9-17-97 TO REDUCE THE POTENTIAL OF SUNLIGHT BEING REFLECTED INTO THE SIGNAL..