

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION																						
FALSE PROCEED SIGNAL REPORT		DATE 1-12-98																				
		REPORTING CARRIER (railroad & region or division)																				
MAIL TO Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105 <i>FEDERAL RAILROAD ADMINISTRATION</i>		Burlington Northern Santa Fe Railway																				
		Southern Region, Gulf Div., Lafayette Sub.																				
		REPORTING OFFICER (signature/title)																				
		AVP Signal																				
<p>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</p> <p>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.</p> <p>The following abbreviations may be used in the report</p> <table style="width:100%; border: none;"> <tr> <td style="width: 33%;">A -Automatic</td> <td style="width: 33%;">EM Electromechanical</td> </tr> <tr> <td>AB -Automatic block</td> <td>EP -Electropneumatic</td> </tr> <tr> <td>ACS -Automatic cab signal</td> <td>FP -False proceed</td> </tr> <tr> <td>APB -Absolute permissive block</td> <td>MP -Manual block</td> </tr> <tr> <td>ATC -Automatic train control</td> <td>M -Mechanical</td> </tr> <tr> <td>ATS -Automatic train stop</td> <td>P -Pneumatic</td> </tr> <tr> <td>CL -Color light</td> <td>PL -Position light</td> </tr> <tr> <td>CPL- Color position light</td> <td>SA -Semiautomatic</td> </tr> <tr> <td>E -Electric</td> <td>TC -Traffic Control</td> </tr> </table>					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
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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	1-12-98	UP-INOLB1-11	Signal 1745	Midland, 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																						

At approximately 10:30 AM a westbound crew on Union Pacific train INOLB1-11 near Midland, Louisiana reported they were at signal 1745 on the main track near the east side track switch with a green signal which should be red account an east bound train had left the west switch reversed after they previously cleared the main for a meet.

The train crew verified the switch was still lined for movement to the side track and reported to the dispatcher that signal 1745 was false cleared over the reversed switch. With that operations were suspended in the area and signal personnel notified.

Relief signal maintainer _____ and Signal Inspector _____ responded immediately to the call and interviewed the crew for pertinent information, with Signal Supervisor _____, responding to help with the investigation and corrections as needed.

Investigation revealed a large willow tree had been blowing into the pole line during the storms that day causing the 55PC line wire to be hard wrapped with the 45G7 signal control wire spanning out the INWPR switch repeater contact thereby false clearing signal 1745.

The line wires were unwrapped, the trees and brush were cut, the pole line inspected for other possible wraps, signals tested and placed back in service with all ok.