DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: February 2, 1998

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
3253 E. Chestnut Expressway
Springfield, Mo. 65802

REPORTING OFFICER (signature/title)

. AVP Signal

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 [ ] AB [ ] APB [X] TC	2/2/98	LKAN677	Color Light Signal	Arcadia, Ks.
2 INTERLOCKING [ ] [ ] [ ] AUTOMATIC				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Dispatcher reported to Signal Operations Center, the LKAN677, a Northbound local, was following the Q-MEMSSE1-2 at North Arcadia. When the local left North Arcadia they had a yellow signal. At the first intermediate signal, 114.6, they saw it red, then change to green. The local crew thought the train they were following was not far enough ahead for them to have a green at 114.6.
Signal Supervisor and Signal Supervisor were called to investigate, joining them was Signal , Signal Inspector Stanfield, and Signal Maintainer
It was determined that the color light signal at 114.6 was wired so that if the Electro Code 4 was receiving a code 2, the signal would display a green aspect and if the EC4 was receiving a code 4, the signal was also green. It was found that the yellow lamp was missing a strap in the signal head. Without this strap the yellow lamp would never be lit. Also, in the case, the yellow and green lamp wires were reversed. This caused the signal to be in a 'light out condition' causing the EC4 to downgrade the signal to yellow. With the wires reversed the yellow energy was applied to the green lamp wire, so that the signal would display green any time a yellow was called for by the EC4.
The strap was installed and the wiring was corrected. The signal was tested and checked OK. The system was left working as intended.
Train crew members involved were LKAN677 Engineer and Conductor . Q-MEMSSE1-2 Engineer and Conductor .

(If more space is required continue on reverse)

FRA F6180-14