DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 2/11/98

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

Southern Region, Texas Division, Red River Valley Subdivision

REPORTING OFFICER (signature/title)

Assistant Vice President of 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.: 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	2/10/98	BN9669E	Signal 142.8	Electra, TX
2 INTERLOCKING [ ] [ ] [ ] AUTOMATIC				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Engineer . on BN9669E reported that Signal 142.8 was green in approach to a red signal at Signal 138.8 at 10:01 PM. The trick dispatcher held trains until the related signals could be turned to their most restrictive aspect (red). We released the trains from the area, so that testing could be initiated. Signal Supervisor ' Signal Inspector and Signal Maintainer ' began testing at approximately 1:15 AM. After testing the signal at 142.8 it was discovered that following some wiring changes made by two Signal Inspectors on 12/8/98; a polar adapter module had been left on an ElectroCode 2 unit. The adapter would not allow the SA mechanism to pole change to a yellow signal. After the module was removed the signal system was tested and all OK'd . The signal system was returned to service and the dispatcher at 1:45 AM. Formal investigation is scheduled.

(If more space is required continue on reverse)
FLS_PRCD 3/97

FRA F6180-14