

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE 7/27/98

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

REPORTING OFFICER (signature/title)
 -Assistant Vice-President 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 <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	7/27/98	MDENGAL3-26 ENGINE BN6349	POLE LINE WIRE	OTTUMWA, IOWA
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 MDENGAL3-26 REPORTED SIGNAL S277.8 GREEN AND SIGNAL S275.6 RED AS HE WAS FOLLOWING AN EASTBOUND TRAIN. SIGNAL SUPERVISOR, SIGNAL INSPECTOR AND SIGNAL MAINTAINER PLACED SHUNTS TO SIMULATE THE TRAIN POSITION AND DISCOVERED THAT THE "D" UPGRADE CIRCUITS FOR THE NORTH AND SOUTH TRACKS WERE CROSSED. FURTHER INVESTIGATION REVEALED THAT A TREE LIMB HAD FALLEN INTO THE POLE LINE AT MP 277 CAUSING A WRAP IN THE NORTH AND SOUTH TRACK "D" WIRES. THE LINE WRAP WAS REMOVED AND CIRCUITS TESTED AGAIN WITH NO FURTHER EXCEPTIONS TAKEN.

(If more space is required continue on reverse)