

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION <b>FALSE PROCEED SIGNAL REPORT</b>	<b>Alleged PHANTOM</b>
	DATE <span style="border: 1px solid black; padding: 2px;">September 28, 1998</span>

<b>MAIL TO</b>  Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105  FEDERAL RAILROAD ADMINISTRATION	<b>REPORTING CARRIER (railroad &amp; region or division)</b> <span style="border: 1px solid black; padding: 2px;">Burlington Northern Santa Fe Railway</span>  Northern Lines Powder River Division Orin Subdivision  <b>REPORTING OFFICER (signature/title)</b>  / Assistant Vice President Signal
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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

The following abbreviations may be used in the report

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|--------------------------------|----------------------|
| 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  |

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.

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	09/28/98	BN 9497	none	Logan, Wy.
2 INTERLOCKING <input type="checkbox"/> AUTO <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**

Approximately 0745 MDT, BN 9497 with 0 loads 116 empties, train symbol EMEANA252, Engineer \_\_\_\_\_, Conductor \_\_\_\_\_, was stopped in approach of absolute westbound Main Track 3 signal 3W displaying red/red, at a distance of approximately 12 car lengths for approximately 1 hour. Conductor on ground giving a roll-by to an eastbound train on Main Track 2 was notified by Engineer at approximately 0845MDT that they had a proceed indication for westbound movement at 3W signal, Conductor boarded train and agreed that they had what appeared to be a red/yellow signal. Train proceeded westbound to a distance of approximately 7 car lengths from 3W signal, and observed a red/red. Crew notified dispatcher, and Signal Supervisor, maintainer and Inspector were called at 0855 MDT. Crew statements were obtained, and dispatcher held train traffic to allow for signal tests. Signal Supervisor observed 3W signal from BN 9497 at a distance of 7 car lengths and observed a red/yellow/red aspect. VHLC logs from control point Crossovers 72.5 were downloaded. Logs show that 3W absolute control signal had not been requested by the dispatcher and that 3W signal displayed red/red while the BN 9497 westbound was in approach to 3W. Office logs at Ft Worth indicate that the 3W signal had not been requested by the Dispatcher. Operational tests performed on signal system with no exceptions taken. 3W signal is a two unit colorlight with green,yellow,red lens in the top unit and green, yellow, red lens in the bottom unit. No exceptions taken with condition of the top or lower unit internal and external lens assemblies. Both units were equipped with snow shields. Lamp voltages were tested with no exceptions. Signal Supervisor reenacted incident in the same position in which the crew observed signal 3W and could distinguish a yellow aspect in the lower unit caused by sunlight reflection from approximately 0815 until 0835 MDT.

Corrective action: Individual visors were installed on green,yellow and red light units on top and bottom colorlight units. Signal was observed at approximately 0834MDT on September 29, 1998 with overcast sky conditions, and with sun in same position on subsequent days and no exceptions were noted. Phankill screens will be installed and evaluated to determine their effect as deterrent against external light sources and reflections.

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