

FP98-6-6

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION  <b>FALSE PROCEED SIGNAL REPORT</b>	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">DATE</td> <td>November 21, 1998</td> </tr> </table>	DATE	November 21, 1998
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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 Kansas City Division  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

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  |

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	11-17-98	UPCSACD ENGINE #6628	70 L SIGNAL	KANSAS CITY, MO.
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**

THE UPCSACD WAS A NORTHBOUND TRAIN APPROACHING THE 70L SIGNAL AT TOWER 8, SHEFFIELD, ON THE KCT RAILROAD. THE TRAIN REPORTED THAT THE 70 L DISPLAYED A RED OVER GREEN ASPECT WITH THE NEXT SIGNAL, 66L, DISPLAYING A RED ASPECT. SIGNALS WERE TESTED AND FOUND TO BE AS REPORTED. THE CAUSE WAS DUE TO A WIRING ERROR IN THE SIGNAL CONTROL CIRCUIT. CIRCUIT WAS CORRECTED AND SIGNALS TESTED AND RESTORED TO SERVICE ON 11-18-98 AT 0200 HOURS.