

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		DATE 12-29-98	
FALSE PROCEED SIGNAL REPORT		REPORTING CARRIER (railroad & region or division)	
MAIL TO		BURLINGTON NORTHERN SANTA FE RAILROAD SPRINGFIELD	
Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105		REPORTING OFFICER (signature/title)	
FEDERAL RAILROAD ADMINISTRATION		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.: A ground causes 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 type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	12-28-98	L80E8151-27	SA SIGNAL 42RA	WEST AURORA 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**

At approximately 0040 Hours, December, 28,1998, Westbound train L80E8151-27, reported a Green main line signal at East Aurora, Yellow at West Aurora and Red at Interlocker Aurora. Signal at East Aurora should have been Yellow for Westbound movement, account 2 D signal at Interlocker. On 12-16-98 signal 42 RA at West Aurora had cable and light head changed out. Jumper on the GY repeater circuit of this Signal had been mistakenly installed. The error was not discovered during operational check out. The jumper was removed and system tested OK at 0400 hrs on 12-28-98.

(If more space is required continue on reverse)