

Alleged False Proceed

<p style="text-align: center;">DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION</p> <p>FALSE PROCEED SIGNAL REPORT</p> <p>DATE: 1/12/00</p> <p>MAIL TO:</p> <p>Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105</p> <p style="text-align: center;">FEDERAL RAILROAD ADMINISTRATION</p>	<p>REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway</p> <p>Chicago Division Chicago Subdivision</p> <p>REPORTING OFFICER (signature/title) AVP Signal</p>
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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 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 to approach 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	1/3/00	Amtrak 1006	3E Signal, Congress Park Control Point	Brookfield IL.
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO MATIC				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify) CTC				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Amtrak 1006 EB main 3 was lined main 3 to 2 at Congress Park (CP) control point through 1 switch reverse. Engineer alleges approach signal was clear and controlled signal was G/R/R. Train took diverge route as intended. Tested all signal mechs (all signals are searchlight), switch correspondence relays, and signal control relays in route. All circuitry free of grounds. Indication locking tested. Signal system found to be working as intended. After the interview with the crew, it is felt the engineer and Road Foreman mistook the EB signal on the opposite end of the plant governing movement over a switch onto main 3 for his high green and missed the R/G/R at the West end of the plant.