

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION <b>FALSE PROCEED SIGNAL REPORT</b>	DATE	1/25/2000
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MAIL TO  Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106	REPORTING CARRIER (railroad & region or division)	Burlington Northern Santa Fe Railway
	BURLINGTON NORTHERN SANTA FE SPRINGFIELD DIVISION	
	REPORTING OFFICER (signature/title)	
	MANAGER 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

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	1-25-2000	LOCAL	SIGNAL 76L	FT SCOTT KS
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)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Local train, while switching train at Ft Scott yard, reported seeing flashing red on main one and flashing yellow on main two southbound at absolute signals South Ft. Scott, KS. Upon arrival it was determined that if code 4 was received on both main tracks from the south and either southbound signal was lined, that both the yellow signal that was requested and red on adjacent main track would flash. Investigation revealed that a yellow signal repeater contact break was not in the light energy circuit

Yellow repeater check was added to the light energy circuits, operational test were performed and all systems worked as intended.

KANSAS CITY  
 FEB - 25 2000  
 11:35 AM