

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	DATE 02/14/00
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MAIL TO Mr. T. A. 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
	Kansas City Division Fort Scott Subdivision
	REPORTING OFFICER (signature/title) AVP signal

00 FEB 23 12:16

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	02/11	XSPMWLM110	Signal 144R	Kansas City KS
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> AUTO <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

XSPMWLM110 was northbound on main track 2 and reported, while a train was still in the block between Rosdale and 30th Street, North Bound Signal at Bravo displayed Yellow then Red then Green then Red then Yellow. This was reported to repeat several times. Bravo is at MP 5.6, Rosdale is at MP 3.9 and 30th Street is at 2.2. There are no intermediate signals in between these control points.

Investigation revealed bailing wire in pole line at MP 3 was shorting Main 1's 22RHD1 Circuit to Main 2's 6LR1 Circuit. This allowed positive battery to bypass the breaks in the track circuits north of MP 2.85. The dispatcher had requested a Signal north bound at Rosdale Main 2, when the rear of the first train passed north of MP 2.85 the signal at Rosdale would clear intermittently, allowing a green aspect to be intermittently displayed at Bravo.

Bailing wire was removed from pole line. Operation tests were performed and the system operated as designed. Cause is due to vandalism, Special agents and police notified.