DEPARTMENT OF TRANSPORTATION	T	· · · · · · · · · · · · · · · · · · ·				
FEDERAL RAILROAD ADMINISTRATION					/	
FALSE PROCEED SIGNAL REPORT	DATE	5/5/00				
MAIL TO	REPOR	TING CARRIER (12	ilroad & region	or division)		
Mr. Tom McFartin	Burlingt	Burlington Northern Santa Fe Railway				
Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106	Minneso	Minnesota Division / KO Subdivision				
	REPOR'	REPORTING OFFICER (signature/title)				
	-	Assistant Vice President				
	Signal			tub	Signal	
A failure should not be counted more than one time in items 1, 2, 3,			•		0	
and 4; the failure should be classified under the basic system or	The follo	owing abbreviations	may be used in	the report	•	
appliance of which it forms an essential part. E.g.: assume grounds		-Automatic		EM.	-Electromechanical	
ause a block signal to indicate a false proceed causing corresponding ndications of a cab signal system on each train approaching this point		-Automatic block		EP	-Electropneumatic	
such failure should be included in Item 1. Block System	ACS	-Automatic cab sig	mal ·	FP	-False proceed	
of the second Administration of the second and the	APB	-Absolute permissi	ve block	. MP	-Manuai block	
A false proceed failure is a failure of a system device or appliance to adicate or function as intended which results in less restriction than	ATC	-Automatic train co		M	-Mechanical	
ntended.	ATS	-Automatic train st	:0 D	P	-Pneumatic	
	CL	-Color light	•	PL	-Position light	
	CPL-	Color position ligh	i. H	SA	-Semiautomatic	
		-Electric	•		-Traffic Control	
	L	-Liocuic	_	rc .	- Hattic Control	
TYPE OF SYSTEM DATE		IOTIVE OR TRAIN	1	T LOCA	TION (City and State)	
1 BLOCK SYSTEMS 5/5/00	NUMBE	MLAUNTW103	FAILED	396 3		
AB APB X TC	BN /209	/ MITWON I M 102	None	West	Fargo, ND	
2 INTERLOCKING AUTO MATIC						
3 AUTOMATIC SYSTEMS ATS ATC ACS						
4 OTHER (specify)						
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAI	KEN		<u> </u>			
Engine number BNSF 7269 was given permission and a signal from the would not get a signal at JY Jct. because there was a switch engine sw. When the train got there, they stated that they saw a red signal. When appeared yellow. At that point, they called the dispatcher to get permisomputer showed JY Jct. at stop. The dispatcher then talked the train permission.	itching at i they were hission to to	Fargo Yard Office. I about twenty car len ake the signal. The o	The dispatcher vagths from the s	would talk the ignal the crew	train by the signal at JY Jct. indicated that the signal	
The field HLC log and the Fort Worth office logs had the same inform searchlight signals and the HLC monitors the red repeater relay, which			l was called and	d the signals w	vere red.) JY Jct. is equipped wi	
The Signal Inspector and the Signal Technician tested the relays, the signal. No exceptions were taken with any of the tests.	ignal mecl	hanism, voltage at th	e bulb, which v	was 10.4 volts	, and megged the cable to the	
The Signal Supervisor rode an engine with the conductor and brakems the signal displayed aspects as was intended. The supervisor dropped strew said the signal was yellow. The day the incident occurred it was so be red and yellow were marked for future testing.	flags at the	location where the	crew saw the re	d signal and v	where the train stopped and the	
On May 7, at 14:45 hrs. the Inspector and Maintainer again observed may have appeared yellow at the closer in point on the curve.	the signal	. It was partly cloud	y. It appeared to	o these emplo	yees that the signal was red and	
rain crew members were: conductor , brakeman was		, and the engineer	was		, manual control of the control of t	
The corrective action taken will be to turn the searchlight head slightly	y to the w	est and install a phar	ikili lens.			
If more space is required continue on reverse)		•			FRA F6180-14	
(a)						