

"Alleged"

Rec KC 11-16-00

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		DATE 11/10/00	
FALSE PROCEED SIGNAL REPORT		REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway	
MAIL TO Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106		REPORTING OFFICER (signature/title)	
		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.: 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
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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 |

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	11-7	H MOD SEL 907	CL	WEST SELIGMAN AZ
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

ON 11-7-00 AT 15:42 THE HMODSEL907 EAST BOUND ON M2 APPROACHING WEST SELIGMAN (2E SIGNAL) REPORTED A YELLOW OVER GREEN ASPECT AS THEY APPROACHED THE SIGNAL FOR ABOUT 1 MINUTE, THE SIGNAL THEN APPEARED TO GO TO YELLOW OVER RED. THE N.O.C. LOG SHOWED THE SIGNALS LINED M2 TO M2 WEST SELIGMAN AND M2 TO M2 EAST SELIGMAN. WE WERE NOTIFIED AND RAN VHLC LOGS AT WEST SELIGMAN, MAIN AND REMOTE HOUSES, AND THE APPROACH SIGNAL 4324. THE LOGS SHOWED AT NO TIME DID THE 2EBG INDICATE TRUE AT WEST SELIGMAN DURING THIS TIME. SIGNAL 4324 WAS FLASHING YELLOW OVER RED. GROUNDS TEST WAS PERFORMED AND WAS NEGATIVE. I INTERVIEWED THE CREW AT 21:30 OVER THE PHONE AND THEY INDICATED IT MAY HAVE BEEN SUN RELATED (SUN WAS SETTING INTO SIGNAL AT THAT TIME) ON 11-8-00 I HAD SIGNAL INSPECTOR IN PLACE TO WATCH THE SIGNAL FROM 14:00 TO 17:00 AND I RODE AN EAST BOUND TRAIN FROM KINGMAN TO SELIGMAN TRYING TO GET TO WEST SELIGMAN AT ABOUT 15:42. I ARRIVED AT SELIGMAN ABOUT 17:00 AND MISSED THE SUN BUT SIGNAL INSPECTOR MITCHELL WAS ABLE TO WATCH THE SIGNAL AND DID NOTICE THE SUN WASHING THE RED OUT AND THE GREEN WAS VISABLE. UPON LOOKING AT THE 2EB SIGNAL WE FOUND THAT SOME OF THE BRACKETS FOR BOLTING THE BACKGROUND TO THE SIGNAL HEAD WERE BROKEN AND ALLOWING THE WIND TO BLOW THE BACKGROUND AWAY FROM THE SIGNAL AND SUN COULD ENTER THE LENS AREA FROM THE SIDE. WE REPLACE THE 2EB SIGNAL HEAD AND PERFORMED THE PROPER TESTS, WE ALSO RAN THE VHLC LOG AGAIN AND PERFORMED A GROUNDS TEST, ALIGNMENT AND VOLTAGE CHECK ON THE 2EA AND 2EB SIGNALS.

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(If more space is required continue on reverse)

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