

"Alleged"

Rec KC 11-16-00

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION <b>FALSE PROCEED SIGNAL REPORT</b>		DATE 11/13/00
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	
	2600 Lou Menk Drive Fort Worth, TX 76131	
	REPORTING OFFICER (signature/title)	
	Assistant-Vice President 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	11/9/00	Train SCHCTAC2-09	S-code Approach Lighting Module	Galena, Illinois
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**

Train SCHCTAC2-09 @ 2016 hours on November 9, 2000 was Westbound near Galena, Illinois on Track #1, Minnesota Division, Aurora Subdivision, when Engineer and Conductor reported an Approach Medium Signal at MP 169.7 into a Red Signal at MP 171.4, Galena. Upon arrival by signal personnel, the reported signal aspect could not be duplicated after repeated attempts to simulate the events described by the train crew and the SOC Signal Call Desk in Ft. Worth, Texas. All affected signal equipment at 169.7 was tested with no exceptions immediately noted. A replay of the events leading up to the report did not lend any support to the reported signal aspect. After nearly completing all signal testing on the affected signal network, an intermittent failure was observed by signal personnel. An intermittent failure in the S-Code Approach Lighting Module # 72718-20 at Signal 169.70 allowed a "flickering" from Yellow to Dark. The "flickering" was not at any measurable code rate, but was displaying Yellow to Dark intermittently. The Signal displaying this intermittent aspect is a GRS Searchlight Signal. As a result of observing this failure, the S-Code cabinet was replaced and a new Approach Lighting Module was installed followed by complete operating tests.

(If more space is required continue on reverse)

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