

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 ALLEGED FALSE PROCEED SIGNAL REPORT

DATE 01/24/2004—

MAIL TO

Mr. James Drake
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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Supervisor of Signals—

REPORTING OFFICER (signature/title)

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 type="checkbox"/> TC	01/24/04	P-LACCHF1-23C	2E signal	Perea NM
2 INTERLOCKING <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 P-LACCHF1-23C passed red absolute control signal 2E at Perea, NM, MilePost 143.0 on the Southwest Division, Gallup Subdivision on 01/24/04 at 1253hrs. MT. After being stopped at the absolute signal for approximately 7 minutes the crew stated that the signal cleared to yellow (approach aspect). The train crew then passed the controlled signal after which the dispatcher notified the crew and instructed them to stop their train. The train crew was tested and interviewed, in which they stated that they had stopped for the 2E signal at 12:46hrs.

The Signal department was called by Terminal Supervisor and responded to the location. Office logs were retrieved from the NOC in Ft. Worth and field logs were obtained from the HLC control unit at Perea. Office and field logs showed the 2E signal at stop during the train passage. Signal Inspector, tested the searchlight signal (H-5) with both relay test set and 6-volt battery. The H-5 relay performed within established standards and was observed to operate smoothly in both tests. Cross and ground tests were performed with no exceptions taken. Signal personnel observed follow-up train moves, and the signal system was found to be operating properly, with no exceptions noted.

A re-enactment was conducted on 01/28/04 with train stopped at same location and approximate same time of day. With the sun at same azimuth, the signal appeared to have a yellow tint on the cover lens. Cover lens was removed and tint disappeared. Yellow tint appeared to be a reflection of surrounding ground cover, which was partially covered with snow. Re-enactment was conducted and observed by Supervisor of Signal, Road Foreman Engines, Trainmaster, Signal Maintainer and Roadmaster.

As a temporary correction, the outer non-reflective lens was removed. Permanent corrective action includes removal of the phantom unit and installation of an inner lens, which will enhance the signal chromaticity. The required material has been ordered with field delivery expected in the near future.

(If more space is required continue on reverse)

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