

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
<b>FALSE PROCEED SIGNAL REPORT</b>	
DATE	MAY 23, 1996

MAIL TO  Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105  FEDERAL RAILROAD ADMINISTRATION	REPORTING CARRIER (railroad & region or division)
	BURLINGTON NORTHERN SANTA FE ILLINOIS DIVISION
	REPORTING OFFICER (signature/title)
	Asst. Vice President - Signals

A failure should not be counted more than once under items 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. **26 MAY 28 1996**  
 Corresponding indications of a cab signal system on each train approaching this point, such failure should be included in Item 1. Block System

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  |

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.

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	5/20/96	177J68	SIGNAL S238.2	MT. PLEASANT, IA MP 238.2
2 INTERLOCKING <input type="checkbox"/> AUTO <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**

TRAIN 177J68 FOLLOWING TRAIN 492 HAD A RED SIGNAL S238.2. SIGNAL S238.2 THEN WENT TO YELLOW FOR A FEW SECONDS AND THEN TO GREEN. INVESTIGATION FOUND THE "D" CONTROL WIRE CROSSED ON THE POLE LINE WITH "D" WIRE FOR THE NORTH TRACK DUE TO TREE LIMBS BLOWN INTO POLE LINE BY STORM. TREE LIMBS WERE REMOVED AND CIRCUITS TESTED FOR PROPER OPERATION.

(If more space is required continue on reverse)