

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
<b>FALSE PROCEED SIGNAL REPORT</b>	DATE JULY 2, 1996

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

FEDERAL RAILROAD  
ADMINISTRATION  
KANSAS CITY REGION

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

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 type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	06/26/96	491-26	NONE	GALESBURG, IL
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 491 REPORTED HAVING A RED OVER GREEN ON THE 2WCD SIGNAL AT GRAHAM AND A RED SIGNAL AT CP 1699. TESTING REVEALED THAT INCORRECT WIRING CHANGES WERE MADE CAUSING THE PROBLEM. CORRECTIONS WERE MADE TO THE WIRING AND SIGNALS TESTED FOR PROPER OPERATION.