

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 10 August 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
Northern

REPORTING OFFICER (signature/title)

Assistant Vice President Signals

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 false proceed 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 type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC | 8/4/96 | NONE | PSO | ESSEX, MT |
| 2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input type="checkbox"/> <input type="checkbox"/> <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

Maintainer called account red blocks. Upon arrival found signals clear. Investigation revealed that slide fence would not set signals red. Signals were set to stop until cause could be determined. It was found that there was a shorted insulated joint at Signal 1158, and enough signal was conducting through ground to allow another PSO for a Dragging equipment detector to pick the slide fence receiver PSO at shed 4D (Both 211 HZ). Changed frequencies of dragger and slide fence to 4000 HZ and 645 HZ respectively. and Insulated joint was also replaced. System Tested and operating as intended.