

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE
12-09-96

MAIL TO

Mr. Tom McFarlin
Signal & Train Control Specialist
Federal Railroad Administration
City Center Square
1100 Main Street, Suite 1130
Kansas City, MO 64105

REPORTING CARRIER (railroad & region or division)
BURLINGTON NORTHERN SANTA FE RAILWAY

REPORTING OFFICER (signature/title)
ASST. VICE PRESIDENT SIGNALS

The following abbreviations may be used in the report

96 DEC 11 A9:35

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.

- | | | | |
|-----|----------------------------|----|-------------------|
| 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 | | | | |
| 2 INTERLOCKING <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> MATIC | 12-02 | | SEARCHLIGHT SIGNAL 808EE | UNIVERSITY AVE MINNEAPOLIS MN |
| 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

SEARCHLIGHT SIGNAL 808EE (EASTBOUND SIGNAL ON SOUTH RECIEVER TRACK) REPORTED FLASHING RED BY EASTBOUND TRAIN CN-368 ON MAIN TRACK 1. EASTBOUND MAIN TRACK 1 SEARCHLIGHT SIGNAL 808EB DISPLAYING DIVERGING APPROACH MEDIUM (RED OVER FLASHING YELLOW). LIGHTING CIRCUIT FOR 808EE SIGNAL WAS IN PARALLEL WITH LIGHTING CIRCUIT FOR 808EB CAUSING 808EE SIGNAL TO FLASH WHENEVER 808EB SIGNAL DISPLAYED DIVERGING APPROACH MEDIUM. THIS ASPECT WAS ADDED ON 11-11-96 WHEN CTC WAS INSTALLED ON THE ST PAUL SUBDIVISION. WIRING CHANGES WERE MADE TO THE LIGHTING CIRCUIT FOR 808EE SIGNAL ELIMINATING THIS PARALLEL CIRCUIT. SIGNAL FORCES WERE NOTIFIED AT 0400HRS, WITH WIRING CHANGES AND TESTING COMPLETED AT 0630HRS.