

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
**FALSE PROCEED SIGNAL REPORT**

DATE 12-20-96

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  
 REPORTING OFFICER (signature/title)  
 Asst. 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 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
- |                                |    |                   |
|--------------------------------|----|-------------------|
| 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	12-16-96	SLBCH3-12 ENGINE 138	UNDERGROUND CABLE	LA LANDE, NEW MEXICO.
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

TRAIN SLBCH3-12 PROCEEDING EASTBOUND ON THE MAIN TRACK APPROACHING THE EAST END OF LA LANDE NOTICED A GREEN ASPECT DISPLAYED ON THE MAIN TRACK SIGNAL AND A YELLOW ASPECT DISPLAYED ON THE LEAVE SIDING SIGNAL. SINCE THE SWITCH WAS NORMAL THE PROPER ASPECT FOR THE SIDING SIGNAL SHOULD HAVE BEEN RED. INVESTIGATION REVEALED THAT A SIGNAL GANG WAS SPLICING THROUGH UNDERGROUND CABLE TO GET READY FOR A TRACK EXPANSION PROJECT AND HAD INADVERTANTLY SLICED RARN TO RBN AND RBR TO RARN. THIS PUT BOTH SIGNAL MECHANISMS IN SERIES ALLOWING THE VOLTAGE FOR THE MAINLINE SIGNAL MECHANISM TO ALSO DISPLAY THE YELLOW ASPECT ON THE SIDING SIGNAL.

PROCEDURES WERE REVIEWED WITH ALL SIGNAL PERSONNEL INVOLVED. REMEDIAL ACTION IS AS FOLLOWS: ADDITIONAL FORMAL TRAINING FOR SIGNALMAN AND FOREMAN INVOLVED, ADDITIONAL TEST EQUIPMENT WILL BE PROVIDED TO THIS SIGNAL GANG, DISCIPLINE WAS ASSESSED TO SIGNALMAN INVOLVED REQUIRING RETRAINING BEFORE RETURNING TO WORK.

(If more space is required continue on reverse)

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