

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 2-10-97

MAIL TO

Mr. Tom McFarlin
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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 Railway

Kansas Division
Emporia Sub.

REPORTING OFFICER (signature/title)

AVP Signal

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. As an 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	2-3-97	Z-KCTP2-28 ENG LITE 636	NONE	ARGENTINE, KS.
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

AT 06:45 HOURS ON FEB 3, 1997 LITE ENG 636 PASSED SIGNAL 2W, AT CP-143, MIDDLE TRACK, MP-5.5 OF THE EMPORIA SUB., KANSAS DIVISION DISPLAYING CLEAR, GREEN OVER RED. THE NEXT SIGNAL, 4W AT CP-142, MP-5.8 WAS OBSERVED TO BE AT STOP OR RED. AFTER STOPPING SHORT OF THE RED 4W SIGNAL THE CREW REPORTED TO THE KANSAS CITY DISPATCHER IN THE SOC AT SCHUAMURG, IL.

THE INCIDENT WAS INVESTIGATED BY GEN. SUPVR. CONST. , SUPVR SIGNALS AND . THE CONDITION WAS FOUND TO EXIST AS DESCRIBED BY THE TRAIN CREW. FURTHER INVESTIGATION REVEALED THAT THE 4WHDP RELAY WAS ENERGIZED AT CP-142 WHEN SIGNAL 4W WAS AT STOP CAUSING SIGNAL 2W AT CP-143 TO DISPLAY CLEAR. THE 4WHDP RELAY WAS ENERGIZED FROM THE NEW WIRING THAT WAS DONE FOR FUTURE TRACK CHANGES. NO.1 FRONT AND HEEL OF THE 4WCR HAD AN EXISTING CIRCUIT, 4WHDP WIRED IN AND WORKING. AN ADDITIONAL CIRCUIT 4WALOR WAS CRIMPED INTO THE SAME FLAG TERMINALS (US&S PLUG IN RELAYS) WITH NO. 1 FRONT CONNECTED TO 4WGB BATTERY BUSS. THIS CONNECTION TO THE BATTERY BUSS WAS THE SOURCE TO ENERGIZE THE 4WHDP RELAY.

THE WIRING WAS CORRECTED AND THE SYSTEM CHECKED OUT AND LEFT OPERATING AS INTENDED. THERE IS A FORMAL INVESTIGATION OF THIS MATTER PENDING.