

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

ALLEGED FALSE PROCEED
 DATE 5-16-97

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 Railway
 ILLINOIS DIVISION
 MARCELINE 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 ground caused a false 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

-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	5-12-97	H-MCKC4-10	NONE NOTED	SIBLEY, MISSOURI
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 1430 hours on May 12, 1997 westbound train H-MCKC4-10 reported that the westbound approach signal, 4221, was flashing yellow and the next signal at the East End of Sibley was red. The dispatcher had an eastbound lineup at East Sibley from single track to the south track for the P-PXWSI-10. The H-MCKC4-10 was westbound on the north track approaching the end of double track at East Sibley.

The train crew consisted of Engineer _____, and Conductor _____. They stated that the signal displayed what they perceived as a normal flashing yellow aspect until they were approximately 3-4 car lengths from the signal when it changed to a solid yellow. The crew stated that they thought the dispatcher had pulled down the lineup and forget to notify them. They had no problem making a normal stop at E. Sibley. The signal was lit upon arrival by the signal inspector and the signal displayed a solid yellow aspect. The signal in question does not display a flashing yellow aspect. Signal tests were performed as follows: checked office logs, tested relay contacts for high resistance, looked for loose connections, inspected pole line, and inspected signal via train ride. No defects were noted and were unable to duplicate condition reported.

As a precaution, the light control unit and light bulb were changed.