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| DEPARTMENT OF TRANSPORTATION<br>FEDERAL RAILROAD ADMINISTRATION |                 |
| FALSE PROCEED SIGNAL REPORT                                     | DATE 09-19-1997 |

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|--|---|
| MAIL TO<br><br>Mr. Tom McFarlin<br>Signal & Train Control Specialist<br>Federal Railroad Administration<br>1100 Main Street, Suite 1130<br>Kansas City, MO 64105<br><br>FEDERAL RAILROAD<br>ADMINISTRATION | REPORTING CARRIER (railroad & region or division) |
|  | Burlington Northern Santa Fe Railway              |
|  | Minnesota Division                                |
|  | REPORTING OFFICER (signature/title)               |
|  | A.V.P. 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

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|--------------------------------|----------------------|
| 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<br><input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC  | 9-14-97 | CP Transfer                | 5 E Signal         | Minneapolis, Mn.          |
| 2 INTERLOCKING<br><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO<br><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> MATIC |         |                            |                    |                           |
| 3 AUTOMATIC SYSTEMS<br><input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS   |         |                            |                    |                           |
| 4 OTHER (specify)   |         |                            |                    |                           |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

AT APPROXIMATELY 1945 ON 09-14-97 A CP TRANSFER CREW REPORTED A RED OVER F/Y 5E SIGNAL AT UNIVERSITY AVE INTR. THRU A 12 MPH TURNOUT (#10 SWITCH) INTO SHOREM YARD. UPON INVESTIGATION THE MAINTAINER FOUND 5E TO BE RED OVER F/RED UNTIL THE 1E SIGNAL COMING OUT OF SHOREM YARD WAS CLEARED. FURTHER INVESTIGATION REVEALED THAT 5E WOULD COME UP TO RED OVER GREEN WITH NO TRAIN ON THE APPROACH TO 1E. CAUSE WAS FOUND TO BE THAT THE #10 SWITCH CORRESPONDENCE WAS NOT PROGRAMED INTO THE VHLC CONTROL SYSTEM FOR THE B HEAD GREEN, F/Y, AND YELLOW ASPECTS. GREEN AND YELLOW ASPECTS WERE DISABLED UNTIL CORRECTIVE ACTION WAS COMPLETED ON 09-16-1997. CORRECTIVE ACTION ENTAILED ADDING EXTERNAL CORRESPONDENCE RELAYS FOR THE # 10 AND #1 SWITCHES, SO THAT THE 5E SIGNAL DISPLAYS NO BETTER THAN RED OVER F/RED WITH THE #10 SWITCH IN THE REVERSE POSITION.

(If more space is required continue on reverse)

FRA F6180-14