

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE October 6, 1997

MAIL TO

Mr. Tom McFarlin
Signal & Train Control Specialist
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

Minnesota Division, St Paul Subdivision

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.: a false ground causes 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.

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 |

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.

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	10-1-97		3E Signal Searchlight Mech	Mississippi St Control Point St Paul MN
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

ON OCT 1, 1997 AT 1643 CST, VANDALS SHOT OUT BOTH SIGNAL HEADS ON THE EASTBOUND CONTROLLED SIGNAL ON THE EASTWARD TRACK (MAIN 2) AT MISSISSIPPI STREET ON THE MINNESOTA DIVISION, ST PAUL SUBDIVISION. CAUSING 3E SIGNAL TO DISPLAY THE ASPECT DARK/WHITE LIGHT. BOTH A AND B HEAD SEARCHLIGHT MECHANISMS WERE REPLACED AND TESTING COMPLETED AT 0300HRS CST OCT 2, 1997.

22 Signals
10/10

(If more space is required continue on reverse)

FRA F6180-14