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DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		
<b>FALSE PROCEED SIGNAL REPORT</b>		DATE January 1, 1998
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	
	Southern Lines Kansas Division	
		REPORTING OFFICER (signature/title)
		AVP 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	1/01/98	BNSF9783 E-PAMBAM-322	OS TRACK 5	Rosedale, Ks.
2 INTERLOCKING                      AUTO <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 E-PAMBAM-322, Engine BNSF 9783, with Engineer \_\_\_\_\_ and Conductor \_\_\_\_\_ was following the EB-FMFWKS-0130 at Rosedale, Ks. The first train was lined into the siding toward the UPRR connection with the # 5 switch reversed. The train disappeared from the signal system and CTC System onto dark territory. The switch was aligned normal and the 6L signal was cleared with a Yellow over Red for the second train. As Engineer \_\_\_\_\_ rounded the curve just south of Rosedale he saw the rear end of the first train fouling his track. He stopped his empty coal train short of the signal and called the dispatcher.

The Signal Supervisor and Maintainer arrived and observed the situation. The dispatcher was again contacted and asked for time to test before running the second train. The turnout of the 5 Track at the power switch # 5 was tested and revealed the long fouling jumpers were both open and were ineffective. The 5 TR had .7 volts on the relay with the shunt down on the turnout.

The Long fouling jumpers were replaced. The circuit was again tested and worked OK. The system was put back in service and left working as intended.

(If more space is required continue on reverse)

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