

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE 01-15-98

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 Gallup Subdivision
	REPORTING OFFICER (signature/title) Deet Vice President Signal

38 JAN 21 10 56
 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	1-03-98	H-BARGAL-1-03 ENGINE BN5543	2 E SIGNAL	WEST BACA, NEW MEXICO
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 2224 HOURS ON JANUARY 3, 1998, TRAIN H-BARGAL-1-03 WAS STOPPED AT THE 2E SIGNAL AT WEST BACA WAITING FOR TRAIN AHEAD TO CLEAR THE PLANT AT EAST BACA. WHEN THE TRAIN AHEAD CLEARED THE PLANT AT EAST BACA, THE 2E SIGNAL AT WEST BACA DISPLAYED A YELLOW OVER GREEN ASPECT. THIS SIGNAL SHOULD HAVE BEEN YELLOW OVER RED.

SIGNAL TESTS REVEALED THAT THIS COULD BE DUPLICATED. THE PROBLEM WAS FOUND TO BE AN AAR WASHER HAD FALLEN DOWN BETWEEN TWO TERMINALS ON THE BACK OF THE H-2 MECHANISM AT EAST BACA. THIS WASHER BRIDGED TWO TERMINALS THEREBY FALSELY ENERGIZING THE 2E SIGNAL AT WEST BACA.

THE WASHER WAS REMOVED AND SIGNAL SYSTEM RESTORED.