

Rec KC 9-2-98

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION			
FALSE PROCEED SIGNAL REPORT		DATE	8-31-98
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 Railway ARIZONA DIVISION GALLUP SUB	
		REPORTING OFFICER (signature/title)	
		ASST. VP 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		The following abbreviations may be used in the report	
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.		A -Automatic AB -Automatic block ACS -Automatic cab signal APB -Absolute permissive block ATC -Automatic train control ATS -Automatic train stop CL -Color light CPL -Color position light E -Electric	EM -Electromechanical EP -Electropneumatic FP -False proceed MP -Manual block M -Mechanical P -Pneumatic PL -Position light SA -Semiautomatic TC -Traffic Control
TYPE OF SYSTEM	DATE	LOCOMOTIVE OR TRAIN NUMBER	DEVICE THAT FAILED
1 BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	8-25-98	SCLOLGB-524 WEST	POLE LINE
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> 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			
THE SCLOLGB-524 WEST WAS APPROACHING INTERMEDIATE SIGNAL 2391 WHICH WAS DISPLAYING A FLASHING YELLOW ASPECT THE VMCLAC-122 WAS IN ADVANCE OF SIGNAL 2391 APPROXIMATELY 1/2 MILE OCCUPYING THE BLOCK CONTROLLED BY SIGNAL 2391 THE SCLOLGB-524 WAS ABLE TO STOP WITHOUT INCIDENT.			
THE CAUSE OF THE FAILURE WAS DUE TO TREES IN THE POLE LINE CROSSED THE PCR CIRCUIT WITH THE HDR CIRCUIT FALSELY ENERGIZING THE CIRCUIT.			
CORRECTION: THE TREES WERE REMOVED FROM THE POLE LINE RESTORING THE SYSTEM.			
cc Sacramento 9/25			