DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	<del></del>						
ALLEGED FALSE PROCEED SIGNAL REPORT		DATE	106/14/00				
MAIL TO  Mr. Tom McFartin  Signal & Train Control Specialist  Federal Railroad Administration  901 Locust Street - Suite 464  Kansas City, MO 64106		REPORTING CARRIER (railroad & region or division)					
		Burlington Northern Senta Fe Railway					
		Illinois Division  REPORTING OFFICER (signature/title)					
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		The following abbreviations may be used in the report					
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.			A -Autometic		EM	-Electromechanical	
			-Automatic block		£P	-Electmoneumatic	
			ACS -Automatic cah signal			-False proceed	
			APB -Absolute permissive block			-Manual block	
			ATC -Automatic train control		М	-Mechanical	
			ATS -Automatic train stop			-Prieumatic	
			CL -Color light			-Position light	
			CPL- Color position light		SA	-Semiautomatic	
			E -Elecuto			-Trartic Control	
TYPE OF SYSTEM	DATE	LUCUM NUMBE	UTIVE OR TRAIN R	DEVICE THA FAILED	T LOCA	TION (City and State)	
I BLOCK SYSTEMS  AB APB TC	5/30/00	ZNDYW ENG BN		NONE	COUR	TNEY, MO.	
2 INTERLOCKING AUTO MATIC							
ATS ATC ACS							
4 OTHER (specify)			· · · · · · · · · · · · · · · · · · ·				
NATURE AND CAUSE OF FAILURE/CORRECTIVE AC	TON TAK	EN					

TRAIN ZNBYWSP2-28A TRAVELING EASTWARD ON MAIN TRACK I BETWEEN CONGO AND COURTNEY, FOLLOWING A SINGLE 4 AXLE UNIT, BNSF 2600, TRAIN WHMOHMO!-30, OBSERVED AUTOMATIC SIGNAL 44!4 UPGRADE TO CLEAR FROM RED AND THEN GO BACK TO RED. ENGINE BNSF 2600 WAS IN THE BLOCK AHEAD OF THE ZNBYWSP2-28A. SIGNAL SUPERVISOR, SIGNAL INSPECTOR AND SIGNAL MAINTAINER INVISTIGATED THE INCIDENT BY DOWNLOADING LOGS FROM THE ELECTROCODE TRACK CIRCUITS AND CONFIRMED THAT ENGINE BNSF 2600 HAD LOST SHUNTING AND ALLOWED SIGNAL 44!4 TO UPGRADE. THE TRACK CIRCUITS WERE TESTED FOR SHUNTING SENSATIVITY WITH .06 OHM SHUNTS WITH NO EXCEPTIONS TAKEN. DISPATCHER INSTRUCTIONS PROHIBIT ALLOWING FOLLOWING MOVES BEHIND SINGLE ENGINES ON BNSF. THE DISPATCHER HAD ERRORED. A COPY OF Rule 44.5 FROM THE DISPATCHER'S MANUAL IS ATTACHED.