

"Alleged"

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION  <b>FALSE PROCEED SIGNAL REPORT</b>	DATE 07/31/2000
MAIL TO  Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway  Illinois Division  REPORTING OFFICER (signature/title) Assistant Vice President- 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 type of 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

-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	7/25/00	Train SLGBNYC6-22 Engine BNSF 4409	None	Ormonde, Illinois <i>(Chillicothe Sub)</i>
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**

**ALLEGED**

Train SLGBNYC6-22, operating eastbound on Main track 2 reported that he had a clear (Green) signal displayed at Signal 1942 and then had a diverging clear (Red over Green) at Ormonde control point. The signal supervisor, signal inspector and signal maintainer responded to interview the train crew, recreate the lineup and perform tests to verify the conditions of the signal system. When the lineup was made to simulate the conditions as reported by the train crew, the proper aspect (Flashing Yellow) was displayed at signal 1942. After performing cross and grounds, visual and operating characteristics of appropriate relays, megger tests of cables and visual inspections of the pole line and instrument cases, no exceptions were taken. Signal 1942 was observed for alignment and visibility with no exceptions taken. The signal supervisor interviewed the train crew prior to beginning testing. They stated that they could see signal 1942 without any problem. It was also noted that the train crew was not completing the Signal Awareness Form as required by BNSF System Special Instructions.