

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

LOOSE PROCEED SIGNAL REPORT

DATE 4-3-96

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
MONTANA DIVISION

REPORTING OFFICER (signature/title)

AUP Signal

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	3/31/96	106 of the 30th	bare copper wire bridging HD and DD	Between Radnor and Brimstone, <i>Mo.</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

TRAIN 106 - 30, ENGINEER _____ AND CONDUCTOR _____, REPORTED SIGNAL 1248.2 GREEN WITH SIGNAL 1246.4 YELLOW AND WEST RADNOR RED OVER LUNAR. SIGNAL 1248.2 SHOULD HAVE BEEN FLASHING YELLOW. VANDALS HAD BEEN CUTTING COPPER COMMUNICATIONS WIRE DOWN WHICH BECAME WRAPPED IN THE SIGNAL WIRES BETWEEN 1248.2 AND 1246.4 CAUSING THE SIGNAL AT 1248.2 TO BE GREEN INSTEAD OF FLASHING YELLOW. DISTANCES BETWEEN SIGNALS ARE AS FOLLOWS: 1248.2 TO 1246.4 8850 FT; 1246.4 TO WEST RADNOR 11000 FT AND WEST RADNOR TO EAST RADNOR 10000 FT. ON A 0.2 DESCENDING GRADE. THIS SIGNAL SPACING PROVIDES ADEQUATE BRAKING DISTANCE. ALL LOOSE COPPER EITHER CUT DOWN OR TIED UP TO CLEAR SIGNAL WIRES.
(If more space is required continue on reverse)

KANSAS CITY
 96 APR 10 08:44
 FEDERAL RAILROAD