

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

ALLEGED FALSE PROCEED SIGNAL REPORT DATE
June 17, 1996

MAIL TO REPORTING CARRIER (railroad & region or division)

Mr. Tom McFarlin
Signal & Train Control Specialist
Federal Railroad Administration
City Center Square
1100 Main Street, Suite 1130
Kansas City, MO 64105

Burlington Northern Santa Fe Railroad
Powder River Division
Valley Subdivision

REPORTING OFFICER (signature/title)

Ass't VP Signals

The following abbreviations may be used in the report

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 the main approach; at 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 | -Automatic | EM | Electromechanical |
| AB | -Automatic block | EP | -Eiectropneumatic |
| 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 | | | | 6/10/96 | 9593W | None | Northport, NE |
| | AB | APB | X | CTC | | | | |
| 2 | INTERLOCKING | | | AUTO | | | | |
| | | | | MATIC | | | | |
| 3 | AUTOMATIC SYSTEMS | | | | | | | |
| | ATS | ATC | | ACS | | | | |
| 4 | OTHER (specify) | | | | | | | |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At 12:58 MDT on June 10, 1996, Engineer operating the 9593 West (Train 131RC211) reported a red over yellow aspect at Northport and while approaching West Northport a "high green" was observed at West Northport, while the 9524 East was lined through the West Northport location. Interview with crew of the 9593 revealed that as they approached West Northport, 775 feet from the 1 WA signal, it appeared green. At 462 feet from the 1 WA signal it was observed red over red, and they stopped their train 268 feet from the 1 WA signal. CTC data log and local data in memory at field site indicate 1 WA signal was not requested at West Northport. All signal equipment at West Northport tested. Interlocking tests performed with no exceptions. On June 11, 1996 at 12:58 MDT the area was observed in the same sun light conditions. From the point where the crew alleged a high green, our observation revealed a light colored area on the background of the 1 WA signal. This was caused by bird excrement. The area in question was painted with flat black paint, lenses cleaned, and lamp voltages set at 9.2 Volts to improve visibility of signal. It is our opinion, this is not a false proceed incident. This report is being filed as information only. See diagram attached.

(If more space is required continue on reverse)

