DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: December 22, 1997

MAIL TO

Mr. Tom McFarlin
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Federal Railroad Administration
1100 Main Street, Suite 1130
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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway
Northern Lines
Powder River Division
Butte Subdivision

REPORTING OFFICER (signature/title)

Assistant Vice President 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 ☐ AB ☐ APB ☒ TC	12/17/97	EMD 9068	none	Crawford, Nebraska
2 INTERLOCKING ☐ ☐ ☐ AUTOMATIC				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 1545 MST EMD 9068 with 115 loads 0 empties, 15600 tons, 6700 feet long, train symbol CBKMSLC459, Engineer Conductor was eastbound Main Track 2 and had a green/red at Control point Crossover 437.5, flashing yellow/red at intermediate signal 2-427.2 and red/red at control point Crossover 425.5. Engineer made normal train stop in approach of red/red at Crossover 425.5 and was advised by Signal Inspector and Signal Electronic Technician that they were troubleshooting a signal problem and that they had caused intermediate signal 2-427.2 to display flashing yellow/red. Crew notified dispatcher, and Signal Supervisor was notified. Signal Supervisor obtained statements form Inspector and Electronic Technician. Inspector was testing for a cross between the B12 and EC-B12 battery, dispatcher had given him permission to have control point Crossover 425.5 in local control. Inspector was attempting to isolate the cross by opening wires one at a time off of the C12 buss and had removed the C12 coil wire from the buss which fed the 2EAHGR relay. Removing the wire created a pickup path that passed through the coils of the 2EASPR, the 2EAHGR to the 2EAHGPR by way of a parallel coil wire connection and energized the 2EAHGPR causing the Electrocode unit to transmit a flashing yellow code 4 to signal 2-427.2.

Corrective action: Parallel coil wire connection between the 2EAHGR and 2EAHGPR was separated and the 2EAHGPR was made a repeater of the 2EAHGR. Signal system tested with no exceptions. Investigation scheduled to determine responsibilities of Inspector and Electronic Technician.