

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE  
OCTOBER 31, 1995

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original and copy, to the Federal Railroad Administration within FIFTEEN days after a false proceed occurs.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER (*railroad & region or division*)  
BURLINGTON NORTHERN SANTA FE RR CO.  
DIVISION - ALLIANCE (POWDER RIVER)  
SUBDIVISION - ORIN

MAIL TO

MR. TOM MCFARLIN  
SIGNAL AND TRAIN CONTROL SPECIALIST  
FEDERAL RAILROAD ADMINISTRATION  
1806 FEDERAL OFFICE BUILDING  
911 WALNUT STREET  
KANSAS CITY, MO 64106

REPORTING OFFICER (*signature/title*)

ASS'T CHIEF ENGR. SIGNAL

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 two rounds 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-Automatic  
AB-Automatic block  
ACS-Automatic cab signal  
APB-Absolute permissive block  
ATC-Automatic train control  
ATS-Automatic train stop  
CL-Color light  
CPL-Color position light  
E-Electric  
EM-Electromechanical  
EP-Electropneumatic  
FP-False proceed  
MP-Manual block  
M-Mechanical  
P-Pneumatic  
PL-Position light  
SA-Semiautomatic  
TC-Traffic Control

TYPE OF SYSTEM	DATE	LOCOMOTIVE OR TRAIN NUMBER	DEVICE THAT FAILED	LOCATION ( <i>city and state</i> )
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> CTC	10/29/95	BN 9509	Wiring error	West Antelope, WY
INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MANUAL <input type="checkbox"/> MANUAL				
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER ( <i>specify</i> )				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

AT APPROXIMATELY 13:00 HOURS ON 10/29/95 EASTBOUND TRAIN LEAD LOCOMOTIVE BN 9509, CONDUCTOR AND ENGINEER REPORTED INTERMEDIATE SIGNAL AT MP 28.1 DISPLAYED GREEN ASPECT, NEXT LOCATION WEST ANTELOPE TRAIN WENT ON TO DIVERGING ROUTE WITH A RED OVER GREEN SIGNAL DISPLAYED. SIGNAL SYSTEM WAS TESTED AND WIRING ERROR WAS FOUND. DURING CIRCUIT CHANGES FOR A SIGNAL CUTOVER ON 10/27/95 A WIRING ERROR WAS MADE. NORMAL SWITCH CORRESPONDENCE CHECK WAS NADVERTENTLY LEFT OUT OF THE POLE CHANGE CIRCUIT FEEDING LINE CIRCUITS BETWEEN WEST ANTELOPE AND INTERMEDIATE SIGNAL AT MP 28.1. WIRING ERROR WAS CORRECTED, SIGNAL SYSTEM TESTED, AND PLACED BACK IN SERVICE AT 16:36 HOURS ON 10/29/95. ATTACHMENTS INCLUDE DIAGRAM OF TRAIN MOVEMENT AND PORTION OF SIGNAL CIRCUIT PLAN. INVESTIGATION SCHEDULED FOR SIGNAL EMPLOYEES INVOLVED.

LOC: DIRECTOR SIGNAL ENGR.  
MANAGER SIGNAL  
MANAGER, QUALITY ASSURANCE

(If more space is required continue on reverse)

# OF DIRECTOR SIGNAL ENGINEERING

1599-56



