DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: 4 March 1996

MAIL TO

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Federal Railroad Administration
1100 Main Street, Suite 1130
Kansas City, MO 64105

FEDERAL RAILROAD ADMINISTRATION

REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe
Northern

REPORTING OFFICER (signature/title)

Assistant Vice President Signals

96 MAR -8 P4:21

KANSAS CITY, MO.

A failure should not be counted more than once in time. 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	3/1/96	BN8014	Track Circuit	Lohman MT
2 INTERLOCKING ☐ ☐ ☐ AUTOMATIC				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Extra 8014 East waiting behind Absolute signal behind units 2267(lead)&2079(trail). While light engines were proceeding through block, crew observed absolute signal go to Green and back to red several times. Train crew reported improperly displayed signal(signal was clear for only a few seconds), and dispatcher talked crew by signal. Data logs at location indicate that H recovered for several seconds several times. Track circuits were checked and all were found properly adjusted. Shunt tests were made throughout block and all OK. We assume that there was a loss of shunt on light engines proceeding through block at 50M