

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE March 27, 1996

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
 Northern

REPORTING OFFICER (signature/title)

Assistant Vice President Signals

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 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

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 |

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.

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KANSAS CITY RECORD

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	3/15/96	Train 05 014Y 14th Engine BN6331	SIGNAL 320.0	SACO MT
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 05 014 14th Was Eastbound observed flashing yellow at Signal 322.6. While approaching signal 320.0, he observed a yellow signal. Approximately five to ten cars from signal, signal appeared to be green. They reduced speed, came up to control point and observed red over lunar. Train stopped on top of switch notified dispatcher. System was tested and operated as intended. Bulb voltage was at eight volts. Due to time of day and low bulb voltage, it is believed sunlight reflected in green head and washed out weak yellow signal. We observed signal at same time of day and believe a train crew would have to use their imagination to believe they saw a true green signal. Phan kill was added to signal to cut down possibility of mistaking the green aspect.

(if more space is required continue on reverse)