

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">DATE</td> <td>June 6, 1996</td> </tr> </table>	DATE	June 6, 1996
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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 Santa Fe <i>Lincoln Div</i> <i>Creston Sub</i>		
	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 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	5-30-96	Train # 01-168-29 Eng #8551, 4055, 3153	Aerial cable shorted	Ashland, NE
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

At approximately 21:21 hours train crew on eastward train #01-168-29 reported that the absolute signal on main track two West Ashland (2E signal) displayed an Approach Medium Aspect and that they could see that the next signal: absolute signal at Ashland Crossovers (2E signal) was dark. Signal maintenance personnel investigated and determined that two wires in the aerial cable was shorted between West Ashland and Ashland. The two circuits shorted together were the 40LA- 42LB RYGP and the 38 RAFY.

The sequence of events were as follows:
 Train 01-168-29 was sitting west of absolute signal 2E at West Ashland. The dispatcher requested the 2E signal which did line. This signal should have displayed an approach aspect since Ashland had not yet been lined, however, with the 38 RAFY energized it caused the signal to display and approach medium aspect. The 38 RAFY being energized also caused the Red repeater at Ashland to de-energize. Since the dispatcher had not requested the 2E signal at Ashland the Harmon Logic Controller (HLC) de-energized the red bulb voltage. Maintenance personnel megged cable and used spare wires to replace damaged wires. Operational checks performed with system working as intended.

Inspection of the cable did not reveal how or why these wires had become shorted. The cable in this area was then replaced. After new cable was in service a closer examination of old cable revealed that the cable had been partially cut. This damage had been caused by outside contractor who had been removing open line wires. The contractor pulled line wires over cable which cut through insulation and into wires.

Signal Supervisor _____
 Engineer _____ Conductor _____