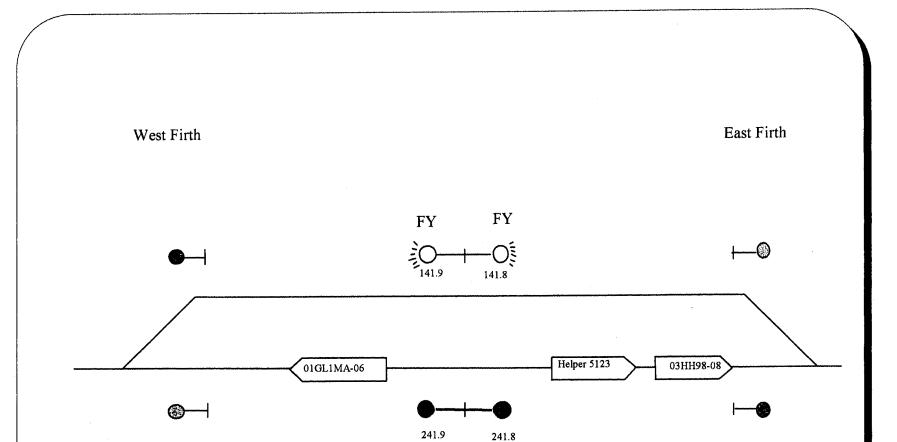
as info only

 $d_{ij}^{2}(s)$

DEPARTMENT OF TRANS FEDERAL RAILROAD ADM							
ALLEGED FALSE PROCEED SIGNAL REPORT		DATE	January 24, 1997				
MAIL TO		REPOR'	REPORTING CARRIER (railroad & region or division)				
Mr. Tom MoFarlin		Burlingt	Burlington Northern Santa Fe Railway/Burlington Lines/Nebraska/St Joesph Sub				
Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105		ER REPOR	FING OFFICER (sig				
	, ·		72				
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 indicates a false proceed causing 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.		AAS CAB hould ACS APB ATC ATS CL	PB -Absolute permissive block CC -Automatic train control CS -Automatic train stop CL -Color light		the report EM EP FP MP M P PL	Electromechanical -Electropneumatic -False proceed -Manual block -Mechanical -Pneumatic -Position light	
		CPL-	• 0		SA	-Semiautomatic	
		E	-Electric		TC	-Traffic Control	
TYPE OF SYSTEM	DA	TE LOCOM	OTIVE OR TRAIN	DEVICE TH	AT LOCAT	TON (City and State)	
5.1.2		NUMBE	_		AI LOCAI	Dockfron (eny and state)	
1 BLOCK SYSTEMS AB APB 2	TC 1/09	9/97 Helper E	ngine BN 5123	Design of EO circuit	R Near Fir	rth, NE	
2 INTERLOCKING	AUTO MATIC						
3 AUTOMATIC SYSTEMS ATS ATC	ACS						
4 OTHER (specify)							
NATURE AND CAUSE OF FAILURE/COF	DECTIVE ACTION T	YAVEN		<u> </u>			
At approximately 2115 hours, Thursday, Jani #03HH98-08, on main track two, east of intermain track one. They believed this signal sho grain train #01GL1MA-06, which had also as headed west, occupying the track west of inter At this time the eastward signal from main tra. This report was confirmed. With the scenario aspect. However, the signal system functioning Although this condition could be observed fro Basically, no train that could except this signal. This report being filed for information put.	uary 9, 1997, Train crev rmediate signal (241.9). and have been an approa- sisted in pushing coal tr rmediate signal 241.9. It ck one to main track at as describe the 141.9 si as designed. A design rm adjacent track, if main all could observe this con rposes only.	w on the helper of They reported ach aspect. The rain over hill. A Dispatcher had East Firth was a signal would disput change was much track one was	observing an approactive were three trains in at the time that the all lined grain train engingles lined. (Diagram play an approach mediade to ensure this would be approach the control of the control o	ch medium asp nvolved in this leged improper nes westward a attached) dium aspect whould not be obse	ect on westward i incident, the third aspect was observed the West Firth from the in fact it should erved again.	ntermediate signal (141.9), on I train was Engines from a ved the grain train engines were main track two to main track. d have displayed an approach	
Conductor	Signal Maintainer - Manager Signal						



Signal 141.9 displayed a FY with this scenario, per design, however condition did not exist with train occuping main one between E. Firth and signal 141.8 or if West Firth Lined eastward on to main track one.

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