

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE 3/1/96

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 RR Pacific Division
	REPORTING OFFICER (signature/title)  AUP Signal

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

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.

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	2/20/96	Boeing Switcher	Full Wave Rectifier	Mukilteo, Wa
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

Boeing Switcher reported that the 2W (westbound signal main 2) signal appeared to be flashing red over red but was very dim. Signal maintainer found the W-EB full wave rectifier was shorted and causing the 2WLOR relay to pick and drop. With the 2WLOR picking and dropping the voltage to the red bulb was low ( 5 vac ) and pumping, giving the appearance of a dim flashing red signal. Signal maintainer dropped the power off relay to light the signal on DC and bypass the full wave rectifier as a temporary fix. Permanent repairs made to eliminate the full wave rectifiers and use only DC lighting.

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