

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE July 12, 1997

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 Railway
Washington Division
Columbia River Subdivision

REPORTING OFFICER (signature/title)

AUP Signal

FEDERAL RAILROAD
ADMINISTRATION

A failure should not be counted more than ^{97 JUL 17 1997} once under 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	07-09-1997	LWAS861	wiring error	East Columbia River, 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

Signal Technician and a Signalman were testing new VHLC equipment at East Columbia River control point in preparation for signal cutover. During the testing the flex wires for the westbound signal lower head were opened and when closed the WBRE wire was placed on the terminal for WBLE which resulted in the Lunar aspect being displayed when the signal should have been Red.

Signal wires restored to proper position and complete signal aspect checkout was conducted with no other exceptions noted. Formal Investigation scheduled on both individuals involved.

(If more space is required continue on reverse)