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DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		T	· · · · · · · · · · · · · · · · · · ·				
FALSE PROCEED SIGNAL REPORT	•	DATE	8/11/00	<del></del>			
PALSE I ROCALD SIGNAL RAI ON		DAIL	0/11/00				
MAIL TO		REPORTING CARRIER (railroad & region or division)					
Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration			Burlington Northern Santa Fe Railway				
			Montana Division Glasgow Subdivision				
			Olasgo w Gabaty (3/6)				
901 Locust Street - Suite 464 Kansas City, MO 64106		AVP Signal					
		REPOR	TING OFFICER (si	gnature/title)			
FEDERAL	JAN HA						
A failure should not be counted more than one time in iter	ns 1, 2, 3,						
and 4; the failure should be classified under the fasic Affection Affappliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding			The following abbreviations may be used in the report				
			A -Automatic		EM	-Electromechanical	
indications of a cab signal system on each train approaching	ng this point.	AB -Automatic block		EP	-Electropneumatic		
such failure should be included in Item ! Block System	M F 1 - 53+	ACS	-Automatic cab sig		FP	-False proceed	
A false proceed failure is a failure of a system device or appliance to			APB -Absolute permissive block		MP	-Manual block	
indicate or function as intended which results in less restri	ction than	ATC	ATC -Automatic train control		M	-Mechanical	
intended.		ATS	-Automatic train s	top	P	-Pneumatic	
		CL	-Color light		PL	-Position light	
		CPL-	PL- Color position light		SA	-Semiautomatic	
		E	-Electric		TC	-Traffic Control	
TYPE OF SYSTEM	DATE	LOCOM	OTIVE OR TRAIN	DEVICE THAT FAILED	LOCA	TION (City and State)	
I BLOCK SYSTEMS  AB  APB  TC	8/2/00	GCCMT	AC931	169.7	Culber	tson, MT	
2 INTERLOCKING AUTO					+		
MATIC		ļ					
3 AUTOMATIC SYSTEMS  ATS  ACS					<del>                                     </del>		
				·			
4 OTHER (specify)							
NATURE AND CAUSE OF FAILURE/CORRECTIVE AC	TION TAK	EN		L	<u> </u>		
THE CHOOL OF THE COMMENTS AND	21101V 1711C	Ei•					
After a cutover a signal man called Supervisor and then a t	rain crew m	ember of t	ha train namented to	Cianal Community of	_4 _4		

After a cutover a signal man called Supervisor and then a train crew member of the train reported to Signal Supervisor that at approximately 1500 MDT his West Bound train had passed signal 169.7 (The Approach to East Culbertson.) displaying a Yellow over Yellow. The Signal at East Culbertson was Red over Lunar. Signal Crew had just installed new intermediate signals between Culbertson and Snowden. The approach signal was configured for a Signaled siding that will be cut in later this month. During Checkout there was missed communication between parties at approach signal and Control point. The Control point was modified to not allow a code 3 to be transmitted. System checked and operating as intended. Decision reached by this group that all future cutovers will have aspect chart at EACH location. Counseling session will be held with this group to discuss aspects and the importance of diligently observing and relaying them during a cutter

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REGION 8 VANCOUVER, WA