

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT		DATE 10/16/2000		
MAIL TO Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106		REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway		
		D. G. Bohl Assistant Vice President Signal 2600 Lou Menk Drive NOC-3 Fort Worth, TX 76131		
		REPORTING OFFICER (signature/title)		
<p>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</p> <p>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.</p>				
The following abbreviations may be used in the report				
A -Automatic AB -Automatic block ACS -Automatic cab signal APB -Absolute permissive block ATC -Automatic train control ATS -Automatic train stop CL -Color light CPL- Color position light E -Electric		EM -Electromechanical EP -Electropneumatic FP -False proceed MP -Manual block M -Mechanical P -Pneumatic PL -Position light SA -Semiautomatic 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	10/3/00	BNSF 9219 C-BTMPAM0-89A	EC II Unit	Humboldt, 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				
Signal Cable had been damaged by a backhoe at E. Humboldt, Ne., MP 135.65. In the process of repairing cable the train crew reported that they observed the eastbound signal go from an Approach aspect to a Clear aspect at W. Humboldt, MP 137.3 for 5-10 seconds then drop back to the approach aspect. Signal personnel determined that a portable radio being used for the testing at E. Humboldt caused the codes being transmitted to W. Humboldt from the Electro-code II box to upgrade. The radio was a Motorola HT 600, 5 watt.				
Corrective Action Pending. Harmon/Git Harris Corp. has been notified in regards to the failure.				
Engineer - Conductor - Signal Supervisor -				
cc Reiners FP00-6-8 10-18				
(If more space is required continue on reverse)				