

FP 11-8-9

12/28/00

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE 12/18/00

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
	Burlington Northern Santa Fe Railway
	REPORTING OFFICER (signature/title) VP 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

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.

- 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   |

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	12/8/00	LAUPT1 06	RELAY	WEST STEVENSON
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO 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

At approximately 18:30 Pacific Time on 12/8/00, the LAUPT1 06 was westbound at East Stevenson and viewed a green over red signal for westward movement. The dispatcher had West Stevenson lined for eastward movement into the siding for the MPTLPAS2 08. At that time the MPTLPAS2 08 was having problems at Skamania, approximately 11 miles west of Stevenson. The train crew of LAUPT1 06 new that they were going to meet an eastward train at Stevenson and stopped before they reached the westbound red absolute signal at West Stevenson. Signal supervisor and his testing team found while testing circuits at the West Stevenson that the WAYGP relay (yellow green repeater) remained energized approximately 90 seconds after energy was removed from the coil of the of the relay. This relay controls the reference chain for the Electro Code 4 unit that transmits code 7 to the East. At East Stevenson with the power switch lined normal and code 7 is received from the west, it is decoded and will display a green over red signal. The defective WAYGP relay was replaced with field testing complete at approximately 01:00 Pacific Time on 12/9/00. The relay with serial # 532459 is going to be evaluated and tested at our relay repair facility and sent to the manufacture for further evaluation.  
NOC trouble ticket 573620.

DUPLICATE  
RECORDED  
DEC 27 2000  
REGION 8  
VANCOUVER, WA