

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: May 16, 2003

MAIL TO

Mr. James Drake
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Federal Railroad Administration
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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Northwest Division

REPORTING OFFICER (signature/title)

AVP Signals

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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	May 15, 2003	U-INBROO115	0.5 Signal	Seattle, WA
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

Crew on U-INBROO reported at approx 2320 Hrs on May 15, 2003 that the 0.5 signal on the Seattle, Sub-division was Red then went Green with a train in the next block.

Cutover of new Spokane Street CTC equipment and interface to old equipment was accomplished on May 14, 2003. During this process a N12 battery wire was inadvertently left in the wiring, and was not found during checkout. This allowed N12 and B12 to be on the SA mech of signal 0.5 when they should not have been causing the mech to poll to a green aspect.

This N12 wire was removed and the signal system tested and then returned to service at 0350 Hrs PT on May 16, 2003

(If more space is required continue on reverse)

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