

Alleged

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE JAN 10, 1996

MAIL TO

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Federal Railroad Administration
1100 Main Street, Suite 1130
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REPORTING CARRIER (railroad & region or division)

BURLINGTON NORTHERN SANTA FE
PACIFIC DIVISION, SEATTLE SUBDIVISION
NORTHERN LINES

REPORTING OFFICER (signature/title)

AVP-Signal

FEDERAL RAILROAD ADMINISTRATION

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 grossly caused 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

- 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.

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KANSAS CITY REG

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	1-5-96	AMTRAK 1796	NONE	OSTRANDER, 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

AMTRAK 1796 REPORTED THAT THEY HAD A GREEN SIGNAL AT SIGNAL 96.2 AND A GREEN OVER RED AT OSTRANDER CONTROL POINT NORTH BOUND MAIN 1 HOWEVER THEY WENT THOUGH THE CROSSOVER FROM MAIN ONE TO MAIN 2. CREW ON TRAIN 53-866 STOPPED ON MAIN 2 REPORTED OBSERVING THE SIGNAL LINE UP AS A RED OVER GREEN FOR MAIN ONE. TESTING PERFORMED WAS TESTED FOR GROUNDS, TESTED SIGNAL MECHANISM HEADS, ROUTE LOCKING, APPROACH LOCKING, VERIFIED DATA RECORDERS FOR THE CONTROL OFFICE AND FOR SIGNAL 96.2.

NO EXCEPTIONS TAKEN TO THE SIGNAL SYSTEM

(If more space is required continue on reverse)