

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT		DATE <input type="text" value="Sept 18, 1996"/>
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 Railroad Oregon Division Falbridge Subdivision	
		REPORTING OFFICER (signature/title) _____

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified only for the basic system or appliance of which it forms an essential part. E.g. assume the ground wire of a block signal to indicate a false proceed causing corresponding indications of a cab signal system. If a 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
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|--------------------------------|-----------------------|
| 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	9/12/96	UP 01XSEAP	Shunt wires	Vancouver, WA
2 INTERLOCKING <input checked="" 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

Section Crew replaced reverse switch point and stock rail on hand throw switch at MP 136.3 and cut shunt wires from the switch circuit controller to the rail. Switch was equipt with a shunt type circuit and is in ABS territory. The signal maintainer failed to properly check shunt box and the wires that were cut were not replaced. The UP 01XSEAP was lined from Main 2 to Main 1 at Vancouver interlocking and received a red over yellow over red signal with the hand throw switch at MP 136.3 in the reverse position. The signals should have been all red. The UP 01XSEAP ran through the hand throw switch.

Formal investigation on the Signal Maintainer is scheduled for September 27, 1996