

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE

12-09-96

MAIL TO

Mr. Tom McFarlin  
Signal & Train Control Specialist  
Federal Railroad Administration  
City Center Square  
1100 Main Street, Suite 1130  
Kansas City, MO 64105

FEDERAL RAILROAD  
ADMINISTRATION

REPORTING CARRIER (railroad & region or division)

BURLINGTON NORTHERN SANTA FE RAILWAY

REPORTING OFFICER (signature/title)

ASST. VICE PRESIDENT SIGNALS

The following abbreviations may be used in the report

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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.

|     |                            |    |                   |
|-----|----------------------------|----|-------------------|
| 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<br><input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC  | 11-22 | None                       | SB ABS SIG<br>B Yard Sw | Vancouver, WA             |
| 2 INTERLOCKING<br><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO<br><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> MATIC |       |                            |                         |                           |
| 3 AUTOMATIC SYSTEMS<br><input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS   |       |                            |                         |                           |
| 4 OTHER (specify)   |       |                            |                         |                           |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

SB Absolute signal at B Yard Switch displayed a yellow over yellow when Vancouver interlocker displayed a red/red / lunar. The double yellow at B Yard Switch is used to tell train crews they are taking one of many diverging routes at Vancouver interlocking. All speeds through the diverging routes are 10MPH. The lunar signal at Vancouver checks a 1800 foot OS track before the train gets to the yard. On a temporary basis, the lower yellow at B Yard Switch has been replaced with a lunar lense.

No train reported this problem. The yellow over yellow was engineered and cutover for this route due to the 10 MPH speed. I personally don't like the yellow over yellow but question whether this is a false clear. Plan to talk more with FRA on this issue.

(If more space is required continue on reverse)