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| DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION | | DATE 5-23-97 | |
| FALSE PROCEED SIGNAL REPORT | | REPORTING CARRIER (railroad & region or division) | |
| MAIL TO | | Burlington Northern Santa Fe Railway | |
| Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105 | | OREGON DIVISION FALLBRIDGE SUB | |
| FEDERAL RAILROAD ADMINISTRATION | | REPORTING OFFICER (signature/title) | |
| | | [Signature] | |

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

The following abbreviations may be used in the report

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|-----|----------------------------|----|-------------------|
| AB | -Automatic block | EM | Electromechanical |
| APB | -Absolute permissive block | EP | -Electropneumatic |
| ATC | -Automatic train control | FP | -False proceed |
| ATS | -Automatic train stop | MP | -Manual block |
| CL | -Color light | M | -Mechanical |
| CPL | Color position light | P | -Pneumatic |
| E | -Electric | PL | -Position light |
| | | SA | -Semiautomatic |
| | | 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.

| 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 | 4-15-97 | UP- | | NORTH PORTLAND JCT., OREGON |
| 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

AT 12:30 IB 4/14/97, THE SIGNAL CREW CUT SEVERAL CABLES WITH THE BACKHOE. IT WAS DETERMINED THAT JUST ONE OF THE CABLES WAS BEING USED, AND THE REST WERE ABANDONED. AFTER THE CABLE WAS SPLICED TOGETHER, IT WAS DECIDED THAT SINCE THE CABLE FROM THE U.P. SIGNAL TO THE CASE, AND THE CABLE FROM THE U.P. CASE TO THE BN CASE HAD NOT BEEN DISTURBED, ONLY THE CIRCUITS BETWEEN THE BN CASE AND THE BN TOWER WERE TESTED.

ON 4/15 AT02:45, I WAS CALLED BACK BECAUSE THE U.P. WAS INVESTIGATING A FALSE PROCEED. THEY SAID THEIR YELLOW REPEATER WAS BEING HELD UP WITH 4 VOLTS ON THE COIL, AND SENDING A GREEN BACK TO THEIR APPROACH WHEN THE ABSOLUTE SIGNAL AT NORTH PORTLAND JCT. WAS RED. IT WAS DETERMINED THAT THE CABLE SUPPLYING N-10 TO THE U.P. CASE WAS NOT REPAIRED. WITH THIS MISSING, AND BECAUSE THE CASE BATTERY NEGATIVE, AND THE TOWER BATTERY NEGATIVE WERE TIED TOGETHER IN THE U.P. CASE, THE B-10 CONNECTED TO THE UP-H RELAY FOUND IT'S WAY BACK TO N-10 THROUGH THE YELLOW REPEATER IN THE U.P. CASE PICKING THIS RELAY, AND CAUSING A FALSE PROCEED ON THE U.P. APPROACH SIGNAL. THE NEGATIVE BATTERIES WERE TIED TOGETHER BY THE U.P. IN THIER CASE, BUT THIS WAS NOT SHOWN ON OUR PRINT OR THIERS.

THE N-10 CABLE WAS REPAIRED, AND THE NEGATIVE BATTERIES WERE SEPARATED IN THE CASE ELIMINATING THE POSSIBILITY OF A SINGLE FAULT IN THE N-10 ALLOWING A RELAY TO PICK UP THROUGH THE COMMON NEGATIVE.