

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 FALSE PROCEED SIGNAL REPORT

Alleged

DATE 10/16/97

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 Railway

REPORTING OFFICER (signature/title)
Trustee Signal

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

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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 type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	10/8/97	UINBROO108	NONE	TOWAL, 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

TRAIN: UINBROO108 ENGR: , COND: , BRAKE:
 Signal Supervisor was notified by SCC, approximately 1415 10-08-97, that a train had passed a red absolute signal at West Towal. After talking to NOC, Supervisor it was determined that at West Towal the replay showed no signal had been requested, no EB signal was cleared, switch was reversed, WBK was on, and OS circuit was occupied. While Signal Supervisor was in route to West Towal Trainmaster interviewed the train crew and reported, "The approach signal 121.2 displayed a Approach, then when they were about five to six cars from the signal the signal displayed Approach Medium. On approach to West Towal the signal displayed Stop and the train crew could not stop their train before passing the signal displaying Stop. The Engine stopped approximately 15 feet past the signal. The train crew reported the approach signal was properly aligned and had a bright aspect. The day was overcast with intermittent rain showers. All test and inspections were made at both West Towal and at the signal 121.2 with no exceptions taken to any equipment. Signal aspect observed at approx. same time of day and no exceptions taken. An event recorder has been installed at signal 121.2 and will be monitored