

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

Alleged

FALSE PROCEED SIGNAL REPORT

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)

Director 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	10/9/97	STACBPA109	NONE	WISHRAM, 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 No.: STACBPA109 Engineer: Conductor:
On Friday 10/10/97, at 16:00 Pacific time, Signal Supervisor was informed by the Superintendent that there was an alleged false proceed at Wishram Center at around 22:00 Thursday night, 10/9/97. A train crew near Maryhill claimed they overheard a conversation between the dispatcher and STACBPA109 train crew about going by a clear signal at Wishram Center into a red signal at Wishram East. The CTC logs were pulled, and it was determined that they did have a signal at Wishram Center, but the aspect can not be determined by the logs. At that time, East Wishram had not been lined yet.

Signal Supervisor and Signal Inspector tested both Wishram Center and Wishram East and could not duplicate the reported problem and took no exception to the operation of the signal system at these locations. The train crew was interviewed by the Superintendent in Vancouver when they returned Friday night, and they verified what the other train crew reported.

Signal Supervisor talked to Engineer on 10/15. He thought the dispatcher lined the signal, then took it away putting the plant in time. According to the CTC logs, this did happen earlier, but it was long before they would have seen it at Wishram Center. The engineer advised he called the dispatcher immediately to report the incident and was told by the dispatcher to continue on.

(If more space is required continue on reverse)

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