DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 11/26/97

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

Washington Division
Lakeside Subdivision

REPORTING OFFICER (signature/title)

AVP 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

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 ☐ AB ☐ APB ☐ TC				
2 INTERLOCKING AUTO ☐ ☒ MANUAL ☐ MATIC	Nov. 22 1997	SPOALB		PASCO, WA Loc. CP 143
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Signal Supervisor was notified by , Division Trainmaster, on Nov. 24 that a train reported passing a signal displaying an Advance Approach (Rule 9.1.5) at CP 143 and the next signal was Restricting (rule 9.1.13) at CP Grapevine. The message said CP 143 was Yellow over Green and CP Grapevine was Lunar under. After Trainmaster spoke with the Engineer . He reported the train was on Main One and at CP 143 the signal aspect west bound was Yellow over Green , at CP Grapevine the route was Main One to the Grapevine Lead with a Red over Lunar. The Engineer reported he knew the route he was lined for and recognized the aspect displayed at CP 143 was incorrect and handled his train accordingly. Rule 9.1.5 Advance Approach was NOT listed as a applicable signal for Main One West Bound in the General Order putting CP 143 inservice.

Upon Investigation it was found the 1WB signal at CP 143 had Green, Green, and Red lens installed, when it should have been Lunar, Lunar, Red lens. The correct Lens were installed and testing completed at 1400 24 Nov 1997.

KANSAS CITY
'97 NOV 28 AM 10:55

FLS_PRCD 3/97

(If more space is required continue on reverse)

FRA F6180-14