			OF TRANS								
FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT							DATE	October 23, 1998			
MAIL TO							REPORTING CARRIER (railroad & region or division)				
							Burlington Northern Santa Fe Railway				
Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130							Washington Division, Pend Orielle Subdivision				
Kansas City, MO 64105							REPOR	TING OFFICER (sign	nature/title)		
FEDERAL CARREST STATE							Manager Signal				
							<u> </u>	7.	<del>_</del> -		
A failu	<b>Chou</b> ipt ip	<b>G</b> oun <b>je</b> d-	morethan	one t	ime in items 1	, 2, 3,	The follo	owing abbreviations r	nav be used in the	report	
and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds the basic system or appliance of which it forms an essential part. E.g.: assume grounds the basic system or applicable of the basic system of the basi							A -Automatic			EM	Electromechanical
							AB -Automatic block			EP	-Electropneumatic
indications of a call 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.						his point,	ACS -Automatic cab signal			FP	-False proceed
							APB -Absolute permissive block			MP	-Manual block
						ince to	ATC -Automatic train control			M	-Mechanical
						n than	ATS -Automatic train stop			P	-Pneumatic
							CL -Color light			PL	-Position light
							CPL- Color position light			SA	-Semiautomatic
							E -Electric			TC	-Traffic Control
								Liconia			
TYPE OF SYSTEM DATE							1	MOTIVE OR NUMBER	DEVICE THAT FAILED	1	
1 BLC	1 BLOCK SYSTEMS 10/19/98						BN 790	8, HPASFTW 1 -	GRS SA		
	AB	API	3	х	тс		18		MECHANISM		
2 INT	ERLOCKING				AUTO						
					MATIC	<u> </u>					
3 AU	TOMATIC SYS	TEMS									
	ATS	AT(	2		ACS						
4 OTHER (specify)											
		E OF FA	n I DE 10	OD D	COTINE ACT	ION TAK	<u>}                                    </u>		<u> </u>		
NATUI	RE AND CAUS	E OF FA	ILURE/C	ORR	ECTIVE ACT	ION TAKI	EN				
1E sign favorab BN 301	al did not return le signal (Yell 8 which was st zed and may ha	n to the R ow), than opped car	ED positi intended using @ \$	on , ' The 200 (	when de-energ IE signal did O damage and	ized. The drop off v no injurie	GRS S when the es. We w	A mechanism stuck BN7908 entered the vere able to duplicate	in the Yellow posi OS. The BN7908 p the stuck mechani	tion. This proceeding sm in our t	OS and onto the East track, gave the BN 7908 East a more on a the yellow aspect struck the ests. The 1E Signal had been ted, and system restored to
Inciden	t called in to FF	(A and re	corded as	case	# 460535 by I	Rutherford					
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