

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION <b>FALSE PROCEED SIGNAL REPORT</b>		DATE 08-25-00
MAIL TO  Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway	
	Burlington Northern Santa Fe Pacific Divisi	
	REPORTING OFFICER (signature/title) Asst. Vice President, 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING                      AUTO <input type="checkbox"/> MATIC <input type="checkbox"/> MATIC				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input checked="" type="checkbox"/> ATC <input type="checkbox"/> ACS	08-25-00	BN2375	Track Ckt	Seattle, Wa
4 OTHER (specify)				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

On 8/25/2000 at about 1100, Light engines BN2375, BN2723, and BN2734 were sitting on the round house track at a red signal at MP4. Work Train, W TacPac 25, BN2871 was pulling off the main line at the hand throw switch just west of the plant at MP4. When the work train cleared the main track and was on the fouling track, a switchman normalled the hand throw switch for main line traffic. After a few seconds the signal cleared to green for the light engines to come out of the yard while the work train still occupied the fouling track. Inspections found that both long fouling jumpers that connected outside rail to outside rail of the turnout were broken off the rail. With the fouling wires broken, the system did not detect the cars shunting the track. Both fouling jumpers were repaired and tested. An investigation is pending.

KANSAS CITY, MO  
 00 SEP -7 PM 12:50  
 FEDERAL RAILROAD ADMINISTRATION  
 cc Vancouver fax & mail 9/7  
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