

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

DATE

FALSE PROCEED SIGNAL REPORT

MAIL TO

Mr. James Drake
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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Northwest Division

REPORTING OFFICER (signature/title)

Manager Signals Seattle

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 <input checked="" type="checkbox"/> <input type="checkbox"/> AUTO MATIC	04/24/2003	G HURINB 1 19 B TACTAC 2 24	2EA Signals (SA Mech)	Tacoma, Washington River Street Control Point
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

At about 2:30 PST the train BTACTAC in the Tacoma, WA, yard observed an EB signal on Main 2 that they felt did not go red when the OS was occupied by EB Train GHURINB at the River Street Control Point. The BTACTAC made the next move in the same direction and the same signal and took the time to observe the signal and it did not go red while they were still in the OS section. The signal did not slot off to red until the train hit the first track circuit East of the control point. Signal personnel found a bent contact in the plugboard of the 2EA searchlight mechanism that caused an intermittent circuit path to the mech coil. This particular signal was hit by a hanging boxcar door in November of 2002. The signal was replaced at that time, and believe the contact was bent at that time.

2EA Signal SA Mech was changed and tests made to correct the problem.



FP03-8-2
Ramey

(If more space is required continue on reverse)

FRA F6180-14