

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	FALSE PROCEED
FALSE PROCEED SIGNAL REPORT	DATE <input type="text" value="05/13/2003"/>
MAIL TO Mr. James Drake 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
	Northwest Division Oregon Trunk 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

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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 checked="" type="checkbox"/> APB <input type="checkbox"/> TC	5/13/03	H-BARVAW1-09	Switch Circuit Controller	West Deschutes OR
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO 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

At about 09:30 on 5/13/03, train H-BARVAW1-09 was headed eastbound on the Oregon Trunk when it stopped and the crew lined themselves into the siding at West Deschutes. The signal for movement over the switch should have dropped to red when they threw the switch, but it stayed green. The signal maintainer and signal technician went to the location and set the signals to stop.

The signal maintainer installed new track wires at this location the previous week, from the track to the signal case. He inadvertently bypassed the switch circuit controller when he installed the new wires. He shunted both ends of its wires connecting in the new track wires, but he did not test the switch because he did not remember that the circuit controller was in the control circuit for the track relay.

The signal technician and maintainer found the old track wires and connected them and tested the system. The circuit was working as correctly by 14:00, 5/13/03.

Reference signal trouble ticket number 872336

KANSAS CITY
 MAY 28 2003
 FEDERAL RAILROAD
 ADMINISTRATION

(If more space is required continue on reverse)

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