

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE: 08/29/2003
MAIL TO Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106 james.drake@fra.dot.gov	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway
	Northwest Division, Seattle Subdivision
	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
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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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC			Hand Throw Switch MP 4.05	Seattle, Washington
2 INTERLOCKING <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO MATIC	08/26/2003	ZCHCSSE124	Main 1 Southbound signal	Seattle, Washington ARGO Interlocking
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:

Train Crew on the ZCHCSSE124 reports that they had a yellow signal southbound Main 1 at ARGO Interlocking and then found the hand throw Airport Way Switch at MP 4.05X in the open position. This was reported at about 1950 hrs PT on August 26, 2003.

Main 1 south of the ARGO interlocking was taken out of service with notification to the Signal Department at about 2015 hrs PT. Tests were conducted and the "yellow" signal was confirmed with the New Airport Hand Throw Switch open, when the Main 1 southbound signal should have been at "Red".

Switch was removed from service, tagged and clamped awaiting signal circuit changes. Changes to the "2-3 WD1" and the "N2-3 WD1" were accomplished on August 28, 2003 and all required and necessary tests were made and switch was placed back in service.

(If more space is required continue on reverse)

FRA F6180-14