

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE 03/04/2001

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
 REPORTING OFFICER (signature/title)
 Assistant Vice President Signals

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 |
| CPI- 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 checked="" type="checkbox"/> TC	2/24/01	P EPEKCK1 24A ENG LMX 8584	NONE	CAMDEN, MO.
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

TRAIN P EPEKCK1 24A TRAVELING WEST ON MAIN TRACK 3 (NORFOLK SOUTHERN TRACK) OBSERVED A RED OVER FLASHING YELLOW ON THE 6L (NORFOLK SOUTHERN SIGNAL) AT CA JCT CONTROL POINT. FOR A MOVE FROM MAIN 3 TO MAIN 1. THE SIGNAL SHOULD HAVE DISPLAYED RED OVER YELLOW. THIS SIGNAL HAD BEEN OVERLOOKED WHEN PLANS WERE ISSUED TO CHANGE THE RED OVER FLASHING YELLOW TO RED OVER YELLOW ON THIS SUBDIVISION TO CONFORM TO CURRENT BNSF SIGNAL ASPECTS. TEMPORARY CIRCUIT CHANGES WERE MADE TO CORRECT THE CONDITION UNTIL PERMANENT CIRCUIT PLANS ARE ISSUED. THE SIGNAL WAS TESTED AND PLACED BACK IN SERVICE.

(If more space is required continue on reverse)