

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE April 16, 2001

MAIL TO

REPORTING CARRIER (railroad & region or division)

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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

The following abbreviations may be used in the report

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.

- |     |                            |    |                    |
|-----|----------------------------|----|--------------------|
| 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 checked="" type="checkbox"/> TC	4-11-2001	Train YEMP2011-11 Engine BNSF 2954	Phantom signal aspect	Emporia, Kansas
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 crew on 3-11-2001 stated that signal 20 RB was yellow when they proceeded by it easbound at NR Junction. All dispatcher and field logs show the signal to be red, switches lined against move, no request ever received. No exceptions taken to all signal testing in field. The operational opinion is that a crew expecting a yellow aspect might misconstrue the red aspect to be yellow at this time of day at this time of year. Signal voltage was at standard prescribed, but a outer lens was changed that did improve visual perception.

BNSF  
APR 23 49:18  
FRA

(If more space is required continue on reverse)

FRA F6180-14

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