

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		Improperly Displayed Signal	
FALSE PROCEED SIGNAL REPORT		DATE	07/31/01
MAIL TO		REPORTING CARRIER (railroad & region or division)	
Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106		Burlington Northern Santa Fe Railway	
james.drake@fra.dot.gov corene.macmahon@fra.dot.gov		Dennis G Boll / AVP Signals	
		REPORTING OFFICER (signature/title)	
		AVP Signals BNSF RR	

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 type="checkbox"/> APB <input checked="" type="checkbox"/> TC	7/29/01	SCWSLBP1 28	CL-5483	Amarillo, TX
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

WB train SCWSLBP1 28, on MT 1 reported Westbound signal 5483 MT 2 Green with Eastbound Train, HBARKCK1 28, on the Eastbound Approach to signal 5484/5483 on MT 2
Upon arrival signal 5483 was observed to be dark. A shunt was placed on the Eastbound Approach to signal 5484/5483 on MT 2 signal 5484 was yellow and signal 5483 was dark/ dark. 40 seconds later signal 5483 went dark/ green for @ 3 seconds then went back to dark/dark. This scenario repeated itself every 40 seconds. The 213 module in the Electrocode 4 cabinet had been damaged by lightning storms that had been in the area was changed and the required tests performed. The signal system was then returned to service working as intended.

(If more space is required continue on reverse)

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