

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	
MAIL TO	DATE 08/27/2001
Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106 james.drake@fra.dot.gov corene.macmahon@fra.dot.gov	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

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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	8/21/01	M KCKIHB1 19 ENG ATSF 663	NONE	RANSOM, ILL.
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 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

ALLEGED

Train M KCKIHB1 19, Engine ATSF 663, alleges that while operating eastbound on Main Track 2 near Ransom, Illinois, they proceeded past block signal 812 displaying a flashing yellow aspect and then collided with the rear end of train Q LACNYCI 17, which was stopped just beyond signal 782. The train crew did not know the aspect displayed by signal 782. The signal instrument housings in the area were locked until the arrival of a FRA representative. The signal housings were jointly entered by the FRA representative and signal supervision of BNSF. The position of relays were noted with no exceptions taken. Testing of the signal system was initiated to simulate the train movements with no exceptions taken. Cross and grounds, megger and relay visual and electrical tests were performed on associated apparatus with no exceptions taken. The wiring in the signal mast at Signal 812 was removed for visual inspection with no exceptions taken.