

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 11/02/01

MAIL TO

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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Illinois Division

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
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	10/22/01	MGALCN11-22, Eng CN5325	None	Verona, Illinois
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

At approximately 7:20 PM on October 22, 2001, the MGALCN11-22 reported that eastbound main 2 Signal 732 was displaying a clear aspect and that the home signal at Verona on main 2 was red. A signal maintainer had been sent to the location on another issue (controlled signal would not clear), when this report was generated. Through follow up conversations with the Ft. Worth control office technicians, the Signal Maintainer investigated the original report as the signal slotting off in the field and not a false proceed aspect. Subsequently, another report was generated and the Signal Supervisor and Signal Inspectors were dispatched to the location to perform tests and investigate the cause. Their findings were that a nest had built up containing steel wool in the junction box base of the 4R Signal (Eastbound Signal on Main 2) at Verona, causing a crossing between the 4RNP, 4RAHDP and 4RBHDP terminals. The nest was removed and further testing of the signal system was performed to verify proper operations.

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FEDERAL RAILROAD ADMIN.
CHICAGO, ILLINOIS

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SA F6180-14

(If more space is required continue on reverse)

FP-01-04-12