DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION					
FALSE PROCEED SIGNAL REPORT (Alleged)	DATE 03/25/02				
MAIL TO Mr. James Drake 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			
		Northern Ca. REPORTING OFFICER (signature/title)			
james.drake@fra.dot.gov corene.macmahon@fra.dot.gov					
		' Supervisor 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 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 re A -Automatic AB -Automatic block ACS -Automatic cab signal		report EM EP FP	-Electromechanical -Electropneumatic -False proceed
					-Manual block
		APB -Absolute permissive block		MP	
		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 DA	ATE	LOCOMOTIVE OR TRAIN NUMBER	DEVICE THAT FAILED	LOCAT	ION (City and State)
1 BLOCK SYSTEMS APB TC	/12	RNCA 0023-12A	None	Maltby	, CA
2 INTERLOCKING AUTO MATIC					
3 AUTOMATIC SYSTEMS ATS ATC ACS		·			
4 OTHER (specify)					
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION	N TAK	EN			

KAHSAS CITY REGION

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FEDERAL RAILROAD



Road Switcher RNCA 0023-12A reported seeing Signal 1166.1 go from Red to Green then back to Red while ETD of ZMEMRICH-109A was still in view.

Incident took place a t 2020 PST. Crew reported incident at 2400 during job debriefing at end of shift. Signal was imediately taken out of service and Si gnal Personnel were called to investigate. Cross and Ground Tests, Relay Tests, Cable Insulation Tests and progressive shunt test of location were made with no exceptions found. Signal 1166.1 was put back in service at 0710 PST 03/13/02.

Interview with Train Crew was conducted and it was determined that they had followed two trains Westbound out of Port Chicago MP 1164. The fir st was Local LNCA 2141-12A which cleared in the siding at Maltby. The second was ZMEMRICH 109A. RNCA 002312A witnessed normal Signal Operation in ABS. When LNCA lined the switch behind them after clearing in the siding Signal 1166.1 went Green for ZMEMRICH 109A then dropped Red as he entered the block and stayed Red until they left the block. RNCA 00213-2A witnessed the Green from 1 1/2 to 2 miles away while in approach to Signal 1165.1 and couldn't tell where the ETD ahead of them was in relation to Signal 1166.1

FRA F6180-14

(If more space is required continue on reverse)