DEPARTMENT OF TRANSPORTATION					
FEDERAL RAILROAD ADMINISTRATION		,			
FALSE PROCEED SIGNAL REPORT		DATE _ April 30. 2002			
Jim Drake Signal & Train Control Specialist Federal Railroad Administration City Center Square 1100 Main Street, Suite 1130		REPORTING CARRIER (railroad & region or division)			
		Burlington Northern Santa Fe Railway			
		Powder River Division BlackHills Subdivision			
Kansas City, MO 64105					
		REPORTING OFFICER (signature/title)			
		- A.V. President			
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	The following abbreviations may be used in the report				
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 1Block 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		A -Automatic		EM	-Electromechanical
		AB -Automatic block		EP	-Electropneumatic
		ACS -Automatic cab signal		FP	-False proceed
		APB -Absolute permissi	ve block	MP	-Manual block
		ATC -Automatic train co	ontrol	M	-Mechanical
intended.		ATS -Automatic train st	ор	P	-Pneumatic
		CL -Color light		PL	-Position light
		CPL- Color position ligh	t	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 4/30 AB APB TC		BNSF 4958	ECII -5K module	Moorcr	oft, Wyoming
2 INTERLOCKING AUTO				<del>                                     </del>	
MATIC					
3 AUTOMATIC SYSTEMS ATS ATC ACS					
4 OTHER (specify)					
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION	TAKE	N			
At approximately 0937AM MDT eastbound VTACMEM827M-B intermediate signal 574.6 dropped from approach medium flashing dispatcher, proceeded at restrictive speed to intermediate 572.8 wh	g vello	w to red, while following a e	and Engineer astbound. BNSF 111 roach medium, and co	7 after st	ported to dispatcher that topping and reporting to eastbound to Moorcroft.
At approximately 1000AM MDT eastbound XVAWHON927A-B and Engineer 1 following the BNSF 1117 reporting intermediate signal 572.8 which was yellow, approach, at a distance	rted in ce of a	termediate signal 574.6 at flat inproximately 1300 feet it bes	shing yellow, approac	ch mediur	n, and as they approached
intermediate signal 572.8 which was yellow, approach, at a distance of approximately 1300 feet it began flashing yellow at a rate of 25-27 flashes per minute. BNSF 4958 passed intermediate 572.8 at 27mph and stopped at intermediate 570.8 which was red, with the BNSF 1117 in advance at appoximately 20 car lengths. Crew reported incedent to dispatcher at 1005AM. Dispatcher did not hold the the BNSF 1117 nor the BNSF 4958.					
Maintainer was called to investigate dropped signal at intermediate 574.6 at 943AM, Supervisor signal and Inspector were called at 1010AM and arrived at approximately 1030AM. Maintainer arrived at intermediate 574.6 at 1020AM and Supervisor and Inspector arrived at intermediate 572.8 at 1030AM.					
Signal employees reenacted the train movements of the BNSF 1117 and the BNSF 4958 and determined at intermediate signal 572.8 the Electrocode IIC cabinet was outputing from 3VDC to 13.4VDC to the EHR relay at a rate of 25-27 fluxuations per minute, while recieving a code 2 from the intermediate at 570.8. Both the Supervisor and Inspector observed the EHR relay releasing and picking, and observed signal 572.8 flashing in corespondence with the EHR relay, at a rate of 25-27 flashes per minute. Signal displayed a normal yellow with 9.0VDC on the GEM bulb, then a dim yellow with approximately 3.9VDC on the bulb during the release and pickup of the EHR relay and did not display red. 5K code 2 decoder module was replaced and signal system tested for proper operation.					
Suspected bad order 5K module will be sent to manufacturer for in:					
Incident occurred on 4 aspect CTC territory, with Electrocode IIC o		•			