DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION						
FALSE PROCEED SIGNAL REPORT		DATE□ May 13, 2002				
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				
		North Service Region, Nebraska Division				
		REPORTING OFFICER (signature/title)				
james.drake@fra.dot.gov corene.macmahon@fra.dot.gov		AVP Signal				
A failure should not be counted more than one time in items 1, 2,	 , 3,	The follo	wing abbreviations r	nay be used in the re	eport	
and 4: the failure should be classified under the basic system or			A -Automatic			-Electromechanical
appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding				EM EP	-Electropneumatic	
indications of a cab signal system on each train approaching this point,		AB -Automatic block			·	
such failure should be included in Item 1. Block System		ACS -Automatic cab signal		FP	-False proceed	
		APB	-Absolute permissiv	ve block	MP	-Manual block
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		ATC -Automatic train control		M	-Mechanical	
intended.		ATS	-Automatic train ste	on	P	-Pneumatic
		CL	-Color light	•	PL	-Position light
			_	•	SA	-Semiautomatic
		CPL- Color position light		ı	TC	-Traffic Control
		E	-Electric		10	- Hame Como
TYPE OF SYSTEM DA	ATE	LOCOM	OTIVE OR TRAIN	DEVICE THAT FAILED	LOCA	IION (City and State)
1 BLOCK SYSTEMS 4-	-7-01		LMEBM001	1 WA Signal	Napier,	, MO
AB APB TC		Eng # Bl	NSF 9956		<u>.</u>	
2 INTERLOCKING AUTO MATIC						
3 AUTOMATIC SYSTEMS ATS ATC ACS						
4 OTHER (specify)						
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION	JTAKI	EN 🗆				
At approximately 19:23 hours the train crew on the BNSF 9956 reported that as they approached the westbound absolute signal governing movement from Main Track Two to the Main Track at West Napier the signal went from a stop indication to an approach indication, back to stop. It did this several times with a train in the block ahead. The train ahead was a westward train ID# EMAHCDM001A, that had made a movement from Main Track One to the Main Track. The Dispatcher had entered a stack that would automatically throw the switch and request the 1 WA signal, when the OS was unoccupied. Investigation by signal personnel could not recreate the problem, however, the data recorder within the code unit, a Harmon Logic Controller and the train logger in Forth Worth verified the report. Further investigation revealed that mice had eaten the insulation off several of the flex wires going from the junction box of the signal to head. Insulation was missing off the WA-RP (Red Repeater) and the WA-NHD (control for the approach aspect). This is a GRS H2 search light signal with a Safetran junction box and mast. The flex wire was replaced and the signal system tested with no other problems found.						
Engineer – Conductor -						
Signal Supervisor – Signal Maintainer –						
(If more space is required continue on reverse)						FRA F6180-14