

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 9/24/2002

MAIL TO

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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

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	9/23/02	P-PHXCH11-21A	None	Ft Madison, IA
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

Train P-PHXCH11-21A was following train Z-ALTWSP2-22B operating eastbound on Main Track 2 and crossing over to Main Track 1. Eastbound absolute signal at West Ft. Madison was lined to make a follow-up move from Main Track 2 to Main Track 1 behind the Z-ALTWSP2-22B. Crew reported that the eastbound absolute signal displayed a diverging clear aspect. The eastbound absolute signal should have displayed an approach diverging aspect due to the Z-ALTWSP2-22B occupying the block east of the automatic signal at MP 235.

Signal Department employees were dispatched to the locations. Data logs were retrieved and reviewed, operational test were conducted, and eastbound absolute signal for this route was lined with no exception being taken. Battery grounds and cross battery test were performed. Signal system worked as intended.

Follow-up testing continued on September 24, 2002. During this testing the report from the train crew was confirmed. The false proceed was caused by an engineering design error. Circuit modifications were made to correct the problem and the signal system tested with no further exceptions.

(If more space is required continue on reverse)

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