

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		DATE 12/04/02
FALSE PROCEED SIGNAL REPORT -ALLEGED		REPORTING CARRIER (railroad & region or division)
MAIL TO		Burlington Northern Santa Fe Railway
Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106		REPORTING OFFICER (signature/title)
james.drake@fra.dot.gov		AVP 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	11/26/02	VMCISBD8-25	None	Coal City, 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

ALLEGED

Train crew on westbound VMCISBD8-25 allege that they went by automatic signal 511 which displayed a green aspect, then observed the next signal, 541, displaying a red aspect, which then upgraded to yellow and then flashing yellow. Signal 511 should have displayed a yellow aspect due to a train ahead. Signal department employees responded and performed tests to simulate the position of the trains involved, with no exceptions taken to the aspects displayed by signal 511. Further testing was conducted including cross and grounds, electrical tests of all relays, shunting sensitivity tests of track circuits and megger tests of all cables. Visual inspections were performed of all junction boxes and the poleline with not exception. The internal wiring in the signal mast at signal 541 was removed for visual inspection with no exceptions taken. At the conclusion of all tests, inspections and shunting, no exception to the operation of the signal system was taken.

FEDERAL RAILROAD ADMINISTRATION

9

(If more space is required continue on reverse) FRA F6180-14

CC: Chicago
12-5-02