

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

DATE

MAIL TO

REPORTING CARRIER (railroad & region or division)

Mr. James Drake  
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Assistant Vice President Signal  
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REPORTING OFFICER (signature/title)

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	04/05 2003	Gateway Railroad Switch Engine	54 LB Signal	Kansas City, MO
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input type="checkbox"/> <input type="checkbox"/> 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**

A Gateway Railroad switch engine crew on April 5, 2003 reported observing red over green aspect at the 54 LB Signal, and stated they stopped short of the next signal (50L) displaying a red aspect. Signals were put to stop and traffic was suspended over said route. Investigation revealed that report by crew was factual. Investigation also revealed that during a cut over March 27, 2003 changes had been made to correct a wiring error, but related signals were not re-tested. Circuit changes were made to correct the wiring error and all signals were tested without exceptions. Signal 54 LB put back into service April 5, 2003.