DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: 9/29/03

MAIL TO

Mr. James Drake
Signal & Train Control Specialist
Federal Railroad Administration
901 Locust Street - Suite 464
Kansas City, MO 64106

james.drake@fra.dot.gov

REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Southwest Div

REPORTING OFFICER (signature/title)

Supervisor 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 ☐ AB ☐ APB ☒ TC	9/29/03	ZALTSBD227	Design Error	Belen NM
2 INTERLOCKING ☒ ☐ ☐ AUTO MATIC				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Westbound train Z-ALTSBD2-27 reported to Roadforeman they had Red Over Flashing Yellow at El Paso Jct into a Red over Red at Belen Jct on September 28, 2003, Roadforeman left voice mail for Signal Supervisor, who didn't receive voice mail until September 29, 2003. Signal Supervisor investigated and found when 6WA Signal at Belen Jct (coming off main 6) cleared it picked the 4WBMR which allowed a R/FY on the 4WAB signal (lined main 2 to main 8) at El Paso Jct into a red at Belen Jct (on main 8)

(If more space is required continue on reverse)

FRA F6180-14

SIG00203 03-01