FP 2003-5-9

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT - ALLEGED

DATE: Nov. 4, 2003

MAIL TO

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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Texas Division / Red River Valley Subdivision

REPORTING OFFICER (signature/title)

AVP Signal

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	10/21/03	Q LACAUG 618	None found	Estelline, TX
2 INTERLOCKING ☐ ☐ ☐ AUTOMATIC				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN:

ALLEGED

Dispatcher reported two EB trains at East Estelline. The 1st EB train had a Red signal at E. Estelline and was talked by the signal. The 2nd train also had a Red signal at E. Estelline and was being talked by the signal when the signal went Green. The 1st EB train advised the 2nd EB train that the signal at E. Estelline should not be Green because the rear of their train just passed the approach signal at MP 233.6. The signal at E. Estelline for the 2nd EB train should have been Yellow.

After extensive testing, the alleged false proceed could not be dulicated. After consultation with BNSF Signal Engineering and GE Global Signaling (coded track equipment manufacturer) it was decided to change out the coded track systems at both the intermediate signal 233.6 and E. Estelline. In addition, a recorder was installed at intermediate signal 233.6 and a 216DL recorder module inserted into the newly installed Electro-Code 4H at E. Estelline. Operating Department personnel and the engineers on both trains are aware of our testing results and remedial actions.

(If more space is required continue on reverse)

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