

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
<b>FALSE PROCEED SIGNAL REPORT</b>	DATE April 13, 2001
MAIL TO	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway
Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106	Denver Service Region, Colorado Division
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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   |

APR 13 11:36  
 RECEIVED

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	4-8-01	ID# MLAULINI-05A Eng # BNSF 8063	Human Error	Yuma, CO
2 INTERLOCKING <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**

The BNSF 8063 was an eastward train sitting in the siding at East Siding Switch Yuma. Eastward train ID# ZDENCHI9-08A, Engine # 4372 passed them on the main track. After the train had passed the dispatcher requested the switch reverse and an eastbound signal out of the siding. The train crew on the 8063 reported that their signal went from a stop indication to a clear indication. They communicated with the 4372 and determined that they were between the first and second intermediate signals to the east of Yuma. They realized that they should of had an approach indication, stopped their train and reported this to the dispatcher. Signal personnel notified. The investigation revealed that the 40 BD relay should have been a biased relay (GRS A65-120) and was in fact a neutral relay (A65-345). The relay was replaced and the signal system tested with no other problems found. It could not be determined who or when this relay was installed.

Engineer -  
Conductor -  
  
Signal Supervisor -  
Signal Maintainer -

4-12-01      F901-6-3