

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE August 27, 2001

MAIL TO

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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway
Kansas City Service Region
Emporia Subdivision

AVP of Signal
BNSF Railway

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	08-26 2001	Z-KCKRIC1-26A MAIN 3 SCWSLBP1-25A MAIN 1	LINE CIRCUITS WERE WRAPPED	KANSAS CITY, KANSAS
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input type="checkbox"/> <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

Crew of Z-KCKRIC1-26A Westbound on Main 3 proceeding on GREEN/RED at Holiday MP 13.5 reported seeing a YELLOW/GREEN at INT. MP 12.8 Main 1, and analyzed that the aspects display would be a conflicting route to their route at West Holiday MP 14.40. They reported situation to dispatcher and dispatcher had the Westbound SCWSLBP1-25, who had not reached Morris MP 11.0, proceed prepared to stop at signals 12.8 and at West Holiday. This train crew saw the YELLOW/GREEN at MP 12.8 and had a RED/RED at West Holiday Main 1. Signal forces were able to duplicate the YELLOW/GREEN aspect at MP 12.8 and RED/RED at West Holiday. Line wraps in the 21 LGRN-NWBP1, 21 LGR-NWDP1, 21 LGR-NWDP1, and 24 LMRN-NWBP circuits discovered and removed. ACG/DC to DC converter also added to isolate batteries on 21-LGR and 21-LGRN circuits. Line wraps due to storms in area and problem intermittent. All circuits tested and signal system returned to service.

SEP 11 2001
KANSAS CITY

(If more space is required continue on reverse)

FRA F6180-14