

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
**FALSE PROCEED SIGNAL REPORT**

DATE August 31, 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	08/31 2001	NS - 112 - 28 Engine 3539		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 NS-112-28 Westbound stated that they had a Yellow over Red at 12th Street main 2 and a Yellow over Red at AY (CP 39) on main 2. Signals were taken out of service. The dispatcher and field logs show that a signal was never requested or indicated at AY (CP 39). There were no exceptions taken in all field tests. Signal system was restored to service. On 09/01/2001 at the same time (1059 hours) as incident with the same engine the signals were observed on main 2. Signals were RED over RED until nearing the 2W Signal. At that time an eastbound train loaded with double stack containers on main 3 went by 2W Signal and the top head could be perceived as YELLOW, LUNAR, or RED account sun reflecting off the top of the aluminum containers causing a phantom aspect. The outer lens of the H-5 (2WA) signal were removed and signal head was re-aligned. The aspects were then observed with container train on main 3 and no phantom aspects were observed.