

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
<b>FALSE PROCEED SIGNAL REPORT</b>	DATE <span style="border: 1px solid black; padding: 2px;">JANUARY 25, 2002</span>
MAIL TO  Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106  <u>james.drake@fra.dot.gov</u> <u>corene.macmahon@fra.dot.gov</u>	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway  GULF DIVISION / GALVESTON SUBDIVISION  REPORTING OFFICER (signature/title) _____ / SIGNAL SUPERVISOR

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	1-22-02	UNKNOWN	SIGNAL	PHILLIPSBURG, TX.
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO 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**

ENGINEERING CHANGES WERE TO BE MADE TO CONVERT RED OVER FLASHING YELLOW ASPECT TO RED OVER YELLOW ASPECT PRIOR TO JANUARY 20, 2002 WHEN THE NEW SYSTEM SPECIAL INSTRUCTIONS AND DIVISION TIMETABLES TO BE IN EFFECT. THE NEW TIMETABLE REMOVED THE RULE IN ITEM THREE OF THE TYPE OF OPERATION SECTION THAT HAD PREVIOUSLY COVERED SIGNALS NOT CONFORMING TO THE DIVERGING APPROACH RULE. THE CHANGES WERE OVERLOOKED AND NEVER MADE RESULTING IN A WESTBOUND TRAIN TAKING THE SIDING AT EAST PHILLIPSBURG ON 1-22-02 DISPLAYING FLASHING YELLOW ASPECT WITH THE NEXT SIGNAL AT WEST PHILLIPSBURG WAS DISPLAYING STOP INDICATION. THE PROPER ASPECT AT EAST PHILLIPSBURG SHOULD HAVE BEEN RED OVER YELLOW. THE WIRING CHANGES WERE MADE AND ROUTE TESTED.

FEDERAL RAILROAD  
 ADMINISTRATION

(If more space is required continue on reverse)

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