

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 05/15/2002

MAIL TO

Mr. James Drake  
Signal & Train Control Specialist  
Federal Railroad Administration  
901 Locust Street - Suite 464  
Kansas City, MO 64106

[james.drake@fra.dot.gov](mailto:james.drake@fra.dot.gov)  
[corene.macmahon@fra.dot.gov](mailto:corene.macmahon@fra.dot.gov)

REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Assistant Vice President of Signal

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	05/14 2002	KCKOKC 9-14	Flashing Yellow aspect control circuit not removed	Lebo, Kansas
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

Train crew of the KCKOKC 9-14 westbound reported Red over Flashing Yellow aspects while making a crossover move from main 2 to 1 at Ridgeton. The next westbound intermediate signal was red. Supervisor Lefler reported that the control circuits that produce the Red over Flashing Yellow had not been removed as planned before timetable change. Due to Hours of Service Law the crossovers were removed from service for night. May 15, 2002 the Red over Flashing Yellow aspect was removed at Ridgeton and the location was posted with no exceptions.

FEDERAL RAILROAD  
ADMINISTRATION

(If more space is required continue on reverse)

FRA F6180-14