

DEPARTMENT OF TRANSPORTATION								
FEDERAL RAILROAD ADMINISTRATION								
FALSE PROCEED SIGNAL REPORT	DATE	05/31/02						
MAIL TO Mr. James Drake			REPORTING CARRIER (railroad & region or division)					
			Burlington Northern Santa Fe Railway					
Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106	Northern Ca.							
james.drake@fra.dot.gov corene.macmahon@fra.dot.gov			REPORTING OFFICER (signature/title) Supervisor Signal					
								A failure should not be counted more than one time in item and 4; the failure should be classified under the basic system
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.			-Automatic		EM	-Electromechanical		
			AB -Automatic block ACS -Automatic cab signal			-Electropneumatic		
						-False proceed		
			APB -Absolute permissive block			-Manual block		
			ATC -Automatic train control			-Mechanical		
			ATS -Automatic train stop			-Pneumatic		
			CL -Color light			-Position light		
		CPL- Color position light			5			
			E -Electric			-Semiautomatic		
	E	E -Electric			TC -Traffic Control			
TYPE OF SYSTEM DATE			LOCOMOTIVE OR DEVICE THAT TRAIN NUMBER FAILED		LOCATION (City and State)			
1 BLOCK SYSTEMS AB APB TC	5/20/02	Unknow	n	CPL	Stockto	on, Ca.		
2 INTERLOCKING AUTO	 			 				
MATIC								
3 AUTOMATIC SYSTEMS								
ATS ATC ACS								
4 OTHER (specify)								
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACT	ION TAK	EN		1		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		

4	ļ.				
•					
.*					
	1				

Wb train (ID unknown) reported 2W Signal at MP 1120.7 displayed Red/Green indication for route through #1 Crossover UP Diamond into Red 77LB Signal MP 1122.2 at West Stockton. Signal Maintainer is was notified at 14:05 and confirmed aspect at 15:44. Signal Construction Supervisor was notified immediately and F was instructed to protect the route by spiking and clamping the #1 Crossover in the normal position, open battery to the switch motors and to notify the Dipatcher that the crossover was out of out of service until investigation could be completed. Investigation revealed cause to be failure of cable conductor insulation and shorting of B10 to 77LBHDP circuits in ground mounted junction box at West Stockton.

Previously Dwarf Signal 77LB had been run over and destroyed by loader replacing switch panel at West Stockton. Signal had been replaced by Signal Construction Gang, with assistance from 1. Foreman. Cross and Ground, Color tests and appropriate locking tests had been performed by Signal Inspector all tests completed with no exceptions noted.

Upon further investigation, it was determined that the ground mounted junction box had also been driven over by the loader and had broken at the connection to the riser box, below ground level. This damage was not visible under normal inspection. The cable conductors that shorted were stretched across the break and the stress on the conductors had gone undetected during re-installation and testing of the Signal.

Corrective Action: Junction box was replaced, B10 and 77LBHDP circuits were moved to spare conductors within the cable, appropriate tests were made to assure system was working as intended, crossover #1 at UP Diamond was put back in service at 11:30 AM 05/21/02.

(If more space is required continue on reverse)

FRA F6180-14