

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	DATE <input type="text" value="6-04-2002"/>
FALSE PROCEED SIGNAL REPORT	REPORTING CARRIER (railroad & region or division)
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 corene.macmahon@fra.dot.gov	Burlington Northern Santa Fe Railway BNSF RR 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	6-02-2002	ZKCKLAC1-01	NONE	CLOVIS, N.M.
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

On June 02, 2002 at approximately 12:05 MT the KCKLAC1-01A train with Engineer _____ and Conductor _____ reported to the Assistant Trainmaster and the Dispatcher that they had a diverging clear aspect at control point Clovis, MP 657.6 on Main Track 2 with seven cars from the east bound QLACAUG1-31B in the fouling section of the turnout into the South Siding switch off of Main 2. The Signal Supervisor was called and arrived on the scene and observed a false proceed condition. Upon investigation the Signal Supervisor discovered that the 3BXTR track relay which is used to detect trains in the fouling section South Siding switch was in the inverse position. The relay was placed in the proper position and signal changed from Diverging Clear Aspect to Stop Aspect.

Trains were cleared from the area for signal testing per dispatcher instruction through the control point. When tracks were cleared, track and time was obtained from the dispatcher and all track circuits in the plant were tested and verified to be working as intended. In addition all routes through the plant were also tested with no exceptions found. After tests were completed the track and time to the dispatcher was released and the control point at Clovis was returned to service.

(If more space is required continue on reverse)