

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		
FALSE PROCEED SIGNAL REPORT		11/1/2002
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>	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway	
	REPORTING OFFICER (signature/title) / Assistant Vice President Signals	

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	10/30/02	L-CHI0081-30A	None	Ethel, MO
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 L-CHI0081-30A light power, was following train Z-WSPSBD9-30B operating westbound on Main Track 1. Westbound absolute signal at West Ethel was lined to make a follow-up move for the L-CHI0081-30A. The crew operating the L-CHI0081-30A reported that the westbound absolute signal at West Ethel displayed an approach aspect. The westbound absolute signal should have displayed a stop aspect due to the Z-WSPSBD9-30B occupying the block between West Ethel and the intermediate signal at MP 333.2. The crew stopped their train at MP 332.6, which is approximately 5 mile from the rear of the train ahead.

Signal department employees were dispatched to the location. Operational tests were conducted to simulate the train movements and events. The tests confirmed the report by the crew on the L-CHI0081-30A.

The false proceed was caused by an engineering design error. The design error was not detected in signal in service testing. Circuit modifications were made to correct the problem and the signal system was tested with no further exceptions being taken.

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(If more space is required continue on reverse) FRA F6180-14