

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		DATE 12/05/02
FALSE PROCEED SIGNAL REPORT		REPORTING CARRIER (railroad & region or division)
MAIL TO		Burlington Northern Santa Fe Railway
Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106		REPORTING OFFICER (signature/title)
james.drake@fra.dot.gov		AVP 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    X TC	11/23/2002	PRICBIR120A and CSXT 269	195TR & 195XTR	Memphis ,TN
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**  
 At 2235 hours the PRICBIR120A reported that the southbound signal on Main 1 at South Yale was showing an approach aspect while the CSXT 269 was still fouling the main track. The crew of the CSXT 269 while backing off Main 1 into the yard at South Yale reported seeing the switch throw back normal while they were still occupying the circuit. Signal Supervisor and two Signal Maintainers responded to investigate. The Signal Supervisor and maintainers found that they could not open the left door to the instrument case that housed the relays for this location. Damage was discovered at the bottom front corner of the relay case. Upon opening the right door and looking down the shelves, they observed three relays lying on their backs. The 194 RTR, 195 TR, and the 195 XTR were turned on their back. The relays were placed in their normal position and tested for proper shunting. Further testing was performed to confirm the proper operation of the 195 switch and 194L signal with no exceptions taken. It is believed that whatever damaged the instrument case caused the relays to be knocked out of their normal position on the relay shelf.

FEDERAL RAILROAD ADMINISTRATION

(If more space is required continue on reverse)

FRA F6180-14

12-9-02