

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		DATE <input type="text" value="03/17/03"/>
FALSE PROCEED SIGNAL REPORT (ALLEGED)		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 james.drake@fra.dot.gov		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	3/06/03	ZWSPKCK906	None	Gorin 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

Alleged

SOC reported that at 12:10 am, the westbound Z-WSPKCK 9 06 had gotten by a Red Signal on Main One at Gorin, MO. Crew alleged that the absolute signal displayed a clear aspect and that the 2741 signal displayed a clear aspect. Data logs from recorder at Gorin were retrieved and determined from the information that the westbound absolute signal displayed a stop indication. Logs from NOC and data log retrieved from Gorin revealed that an eastbound signal was cleared through the west crossovers. Westbound train trailed through the west switch located on main track one. Signal system was set up in the same manner that existed. Signal aspects were checked, there were no exceptions taken, all signals worked as intended. Relays and signal mechanisms were tested, cross battery and ground tests were performed and no exception taken. Indication locking was preformed on the 2L signal. Signal system was found to be working as intended.

(If more space is required continue on reverse)

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