		l .					
	FALSE PROCEED SIGNAL REPORT		DATE:: 0718/2003				
MAIL TO Mr. James Drake			REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway				
901 Locust Street, Suite 464			Manager Signals				
Kansas City, MO 64106		Manager Signals					
e-mail: james.drake@fra.dot.gov		REPORTING OFFICER (signature/title)					
corene.macmahon@fra.dot.gov							
A failure should not be counted more than one time in items		The follo	owing abbreviations	nay be used in the n	eport		
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			-Automatic	EM	-Electromechanical		
			AB -Automatic block			-Electropneumatic	
						•	
			ACS -Automatic cab signal			-False proceed	
			APB -Absolute permissive block		MP	-Manual block	
			ATC -Automatic train control		M	-Mechanical	
intended.		ATS	ATS -Automatic train stop		P	-Pneumatic	
		CL -Color light		PL	-Position light		
		CPL-	Color position light	t	SA	-Semiautomatic	
		E	-Electric		TC	-Traffic Control	
TYPE OF SYSTEM DATE 1 BLOCK SYSTEMS 7/14/03		LOCOM	OTIVE OR TRAIN	DEVICE THAT FAILED	LOCATION (City and State)		
		Q-ALTRICI-11A SIGNAL 11551			Pittsburg, CA		
AB APB TC							
2 INTERLOCKING AUTO							
MATIC							
3 AUTOMATIC SYSTEMS							
ATS ATC ACS							
4 OTHER (specify)							
NATURE AND CAUSE OF FAILURE/CORRECTIVE AC	TION TAK	ENE .					
Signal 11551 at East Pittsburg displayed green approach int	o Signal II	571 red, a	gainst switch 1157.0	5 reverse at West Pi	ttsburg.		
			•				
Found that WBP (west block repeater) relay at West Pittsbu (switch normal repeater) and thus remained energized. With remain energiged to permit an approach aspect.							
The last circuit changes that created this situation were put	in service o	n August '	7, 1997.				
A revised circuit change was furnished, implemented and to both the WBP and WNP energized.	sted on July	y 14, 2003	3. The 19BP (19 bloc	k repeater) now serv	es as the	pole changer and is qualified b	
oon de viss and vivi energione.							