DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	FALSE PROCEED-PHANTOM ASPECT				
FALSE PROCEED SIGNAL REPORT	DATE 11/13/2003				
MAIL TO	REPORTING CARRIER (railroad & region or division)				
	Burlington Northern Santa Fe Railway Northwest Division				
Mr. James Drake					
Signal & Train Control Specialist					
Federal Railroad Administration 901 Locust Street - Suite 464	Fallbridge Subdivision				
Kansas City, MO 64106					
	REPORTING OFFICER (signature/title)				
	AVP Signals Fort Worth Texas				
	TOTAL TOTAL				
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	The following abbreviations may be used in the report				
appliance of which it forms an essential part. E.g.: assume grounds	A -Automatic		EM	-Electromechanical	
cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point,	AB -Automatic block		EP	-Electropneumatic	
such failure should be included in Item 1. Block System	ACS -Automatic cab sig	nal	FP	-False proceed	
·	APB -Absolute permissi	ve block	MP	-Manual block	
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	ATC -Automatic train co		М	-Mechanical	
intended.	ATS -Automatic train st				
		юр	P	-Pneumatic	
	CL -Color light		PL	-Position light	
	CPL- Color position ligh	t	SA	-Semiautomatic	
j 18	E -Electric		TC	-Traffic Control	
: 34	 -				
TYPE OF SYSTEM DATE	LOCOMOTIVE OR TRAIN DEVICE THAT INUMBER FAILED		LOCA	LOCATION (City and State)	
1 BLOCK SYSTEMS 5/13/03	S-BPATAC1-10M Phantom aspect		East Wishram, WA		
2 INTERLOCKING AUTO MATIC					
3 AUTOMATIC SYSTEMS			1		
ATS ATC ACS			}		
4 OTHER (specify)					
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN.					
The train crew of S-BPATAC1-10M was headed westbound on the Fallbridge Subdivision toward East Wishram and observed a yellow/red at the approach signal 110.1, and proceeded prepared to stop at East Wishram. At approximately 11:50 on 11/13/03 the train got out of the tunnel at M.P. 108.1, they could see the					
bottom head was red, but the top head looked dark at East Wishram. Just before they got to the milepost sign at 108, both crew members said that it looked like					
the top head was green. They kept looking at the signal, and at M.P. 107.9, they realized that the top head was red and stopped about 500 feet before getting to the					
signal. The signal is a color light signal located at M.P. 107.7. Event recorder at the dispatcher's office showed no signal was called at this location, and the recorder in the field also showed no signals lined at that time. The signal maintainer opened the circuits to the green and yellow bulbs until testing could be					
completed. The trainmaster rode the next train through, and said the signal looked dark, but it did have a green "hue".					
Field testing showed no defects to signal equipment inside the bungalow, but the top head of the signal was not aligned the same as the bottom head, and the bulb voltage was about .5 volt low in both the top and bottom heads. The bulb voltage was raised to 9.4volts and the top head was aligned the same as the bottom head.					
The next train crew said the signals looked good to them.					
Signal trouble ticket #937845					
(If more space is required continue on reverse)				FRA F6180-14	
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