DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION		ALLEGED FALSE PROCEED					
FALSE PROCEED SIGNAL REPORT		DATED 02/19/2003					
MAIL TO		REPORTING CARRIER (railroad & region or division)					
			Burlington Northern Santa Fe Railway				
Jim Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106		Northwest Division Fallbridge Subdivision					
james.drake@fra.dot.gov		REPORTING OFFICER (signature/title)					
		Manager Signals					
A failure should not be counted more than one time in items 1, 2, 3,			The following abbreviations may be used in the report				
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.		A -Automatic			EM -Electromechanical		
		AB -Automatic block		EP	-Electropneumatic		
		ACS -Automatic cab signal		FP	-False proceed		
		APB -Absolute permissive block		MP	-Manual block		
				M	-Mechanical		
				P	-Pneumatic		
		ATS -Automatic train stop		r PL			
			-Color light			-Position light -Semiautomatic	
		CPL- Color position light		SA TC			
		E	-Electric		ic	-Traffic Control	
TYPE OF SYSTEM	DATE	LOCOMOTIVE OR TRAIN DEVICE THAT NUMBER FAILED		LOCATION (City and State)			
1 BLOCK SYSTEMS APB TC	2/5/03	UROOEVE105A		None found	East North Dalles, WA		
2 INTERLOCKING AUTO MATIC							
3 AUTOMATIC SYSTEMS					 		
ATS ATC ACS							
4 OTHER (specify)							
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION	ON TAKI	L ENO		<u> </u>	i		
The train crew of UROOEVE105A reported that at around 14:30 pacific time, on February 5, 2003, they observed a flashing yellow at the westbound intermediate signal 96.1 into a red over red at the East North Dalles control point. There was a train ZCHCPTL903A on the siding at that time, and the switch was lined reverse. This was reported to Signal Supervisor on 2/14/2003 at around 08:30. The dispatcher's log showed that a westbound signal was requested into the siding, but would not clear. There was also a train parked on the main at this time. The train crew reported it to the dispatcher, but when the Signal Maintainer heard the conversation, he told them he would take care of it. He told me he did not recognize the problem as an alleged false proceed, so he did not call for help. Signal technician tested the signal at 96.1 on 2/14/2003, and took no exception to this location. Signal Supervisor, Signal technician, and Signal Inspector tested East North Dalles control point, and could not duplicate the problem. There was a recorder at the intermediate signal, but too much time passed and the data had already been overwritten.							
(If more space is required continue on reverse)						FRA F6180-14	