DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

DATE□ 10-7-03

MAIL TO

Mr. James Drake
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Federal Railroad Administration
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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

Northwwest Division
5302 East Trent
Spokane, Wa 99212

REPORTING OFFICER (signature/title)

Assistant Vice President Signal

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 ☐ AB ☐ APB ☒ TC | 10/30/03 | L-NWE823130 | CL | Everett, Washington |
| 2 INTERLOCKING ☐ ☐ ☐ AUTOMATIC | | | | |
| 3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS | | | | |
| 4 OTHER (specify) | | | | |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN□

At approximately 16:05 PDT on 9/10-30-03, train L-NWE823130 while traveling north on main 2 ran by a red signal displaying red over red at Everett Jct. The train was traveling in reverse with a caboose in the lead. The crew thought they saw a yellow of yellow signal and found the switch lined against them in the OS section of Everett Jct. The train stopped before they ran through the switch.

The signal team was notified and all logs were down loaded and revealed that the signal was red over red when the train entered the OS section at Everett Jct. Further investigation by the signal team revealed lamp voltage was lower than standard by about a 1/2 volt. They also found that the signal alignment was poor. The following day, 10/1/03 the signal team along with the operating team recreated the incident at the same time of day with the same conditions. Lamp voltage was reduced to the levels of the previous day and the train proceeded north. They viewed the signal as they proceeded north taking pictures along the way. Although the pictures clearly show the signals being red, but they thought they could a phantom aspect of yellow over yellow. The weather conditions were bright after noon sun.

The repairs were that the signal was re-aligned and lamp voltages raised to BNSF standard.

(If more space is required continue on reverse)

FRA F6180-14