

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
**FALSE PROCEED SIGNAL REPORT**

DATE April 5, 2001

MAIL TO  
  
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REPORTING CARRIER (railroad & region or division)  
Burlington Northern Santa Fe Railway  
SAN BERNARDINO SERVICE REGION  
SAN BERNARDINO SUBDIVISION  
  
REPORTING OFFICER (signature/title)  
  
AVP 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 <input type="checkbox"/> AB <input type="checkbox"/> APB    X TC	03-30-2001	R-SCA0111-29	EQUATION ERROR IN VHLC	COMMERCE, CALIFORNIA <i>L #1</i>
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  
THE R-SCA0111-29 WAS LINED TO FOLLOW THE V-LACCHC4-29 (3 UNITS OF POWER) FROM THE VAIL LEAD EASTBOUND TO MAIN TRACK #1 AT MP 148.8 CP VAIL. THE CREW ON THE R-SCA0111-29 OBSERVED THAT THE EASTBOUND SIGNAL AT VAIL, 10E, DISPLAYED A RED OVER YELLOW ASPECT WHILE THE V-LACCHC4-29 WAS STILL IN THE BLOCK AHEAD. THE R-SCA0111-29 DID NOT PROCEED UNTIL THE V TRAIN WAS EAST OF THE NEXT CONTROL POINT AT BANDINI AND REPORTED THE EVENT TO THE DISPATCHER.

FIELD LOGS AND RE-ENACTMENT WERE ABLE TO RECREATE THE SITUATION.

CAUSE: THE CONTROL POINT AT VAIL WAS PLACED IN SERVICE ON FEBRUARY 12, 2001. THE 2E-HR, WHICH IS THE BLOCK BETWEEN VAIL AND BANDINI ON MAIN TRACK #1 WAS NOT IN THE LOGIC EQUATION FOR THE 10EB SIGNAL AND WAS NOT IDENTIFIED DURING IN-SERVICE TESTING.

CORRECTIVE ACTION: THE LOGIC EQUATION WAS MODIFIED AND SIGNAL SYSTEM TESTED.

(If more space is required continue on reverse)

FRA F6180-14

CC: SACRAMENTO

4-7-01