

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT		DATE 5-9-01
MAIL TO Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106 james.drake@fra.dot.gov corene.macmahon@fra.dot.gov	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway Los Angeles Terminal Division San Berardino 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

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|--------------------------------|-----------------------|
| 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 <input checked="" type="checkbox"/> TC	5-9-01	BNSF 8234 PCLOWAT107A	Improper Wiring Human Error	Vernon, California
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

SIGNAL GANG WAS WIRING IN PERMANENT CIRCUITS FOR A SWITCH LOCK LOCATED AT MP 145.3 TO NEW VITAL HOUSE MP 145.1 . THEY RELOCATED TEMPORARY LINE PROTECTION THRU NWBP CIRCUIT FROM THE FIELD SIDE OF ARRESTOR TO HOUSE SIDE OF THE ARRESTOR ONE WIRE AT A TIME . THEY HOOKED UP A NEW CIRCUIT THAT WAS INTENDED FOR THE NEXT PHASE CUTOVER ON TOP OF THE EXISTING NWBP CIRCUIT THUS INTRODUCING FOREIGN BATTERY WITH STRAIGHT POLARITY. WHEN THE 2W SIGNAL AT EAST HOBART WAS CLEARED IT WENT TO GREEN OVER RED INSTEAD OF THE PROPER ASPECT YELLOW OVER RED. WIRING WAS REMOVED AND ALL AFFECTED CIRCUITS TESTED.

(If more space is required continue on reverse)

FRA F6180-14

CC: Sacramento
5-28-01