

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	DATE <input type="text" value="2003/14/04"/>
ALLEGED FALSE PROCEED SIGNAL REPORT	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway
MAIL TO Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106 <u>james.drake@fra.dot.gov</u>	3370 E. 26TH ST. LOS ANGELES CA . SAN BERNARDINO DIVISION
	REPORTING OFFICER (signature/title)

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 <input checked="" type="checkbox"/> TC	4/08/03	B-RICWAT5-06A	NONE	FULLERTON JCT MP45.0 FULLERTON CA.
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input type="checkbox"/> 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 _____

TRAIN B-RICWAT5-06A TRAVELING WEST BOUND ON MAIN TWO MP 165 FULLERTON JCT ON THE SAN BERNARDINO SUB. CONDUCTOR AND ENGINEER . SIGNALS ON MAIN 2 AT ATWOOD FOR THE 4WA SIGNAL WAS FLASHING YELLOW OVER RED MP 40.3 AND INTERMEDIATE SIGNAL 433 WAS YELLOW OVER RED ON MAIN TWO AND AT FULLERTON JCT 4WA SIGNAL ON MAIN 2 WAS RED OVER RED. SAN BERNARDINO DISPATCHER REPORTS TICKET # 860065 FULLERTON JCT , SWITCH FROM MAIN 2 TO MAIN 1 MERTO-LINK WAS RAN THROUGH BY THE B-RICWAT5-06A MP 165 FULLERTON. ALL LOGS WERE CAPTURED AT ALL THREE LOCATIONS SHOW SIGNALS WERE F/Y OVER RED ATWOOD MP 40.3 AND YELLOW OVER RED AT THE INTERMEDIATE SIGNAL 433 AND RED OVER RED AT FULLERTON JCT. REENACTMENT WAS CONDUCTED WITH TRAINMASTER AND ROADFOREMAN OF ENGINES. AFTER ALL TEST WERE CONDUCTED FOUND SIGNAL SYSTEM WORKING AS INTENDED. REPLACE REPAIRS WERE MADE TO NO#3 SWITCH AT FULLERTON JCT REPLACE LOCK RODS THROW ROD AND POINT DETECTOR ROD. REEACTMENT WAS ALSO DONE THE FOLLOWING MORNING AT SAME TIME WHICH REVEALED SUN REFLECTING ON SIGNAL FROM 1250 FT. APPROACHING SIGNAL UNTIL ABOUT 950FT. LONG HOODS WERE PLACED OVER ALL WESTBOUND SIGNALS WHICH ELIMINATED SUN REFLECTION.

(If more space is required continue on reverse)

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