DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: 06-23-2003

MAIL TO

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REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

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 ☐ AB ☐ APB ☒ TC	06-11-2003	ZWSPLAC408A	CABLE	SAN BERNARDINO, CA.
2 INTERLOCKING ☐ ☐ ☐ AUTO MATIC				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN:

SIGNAL GANG REPLACED CABLE BETWEEN THE MAIN CONTROL HOUSE AND THE WEST BOUND CONTROL SIGNALS AT VERDEMONT. THE CONDUCTORS IN THE CABLE FOR THE CONTROL CIRCUIT OF BOTTOM HEAD ON THE # 1 MAIN TRACK WEST BOUND SIGNAL WERE HOOKED UP INCORECTLY, CAUSING A FALSE PROCEED SIGNAL.

(If more space is required continue on reverse)

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