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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

April 1998

DATE

4-14-98

REPORTING CARRIER (railroad & region or division)

Southern California  
Regional Rail Authority  
SCAX

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.  
Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO

Federal Railroad Administration  
Office of Safety  
400 7th street, S.W.  
Washington D.C. 20590

REPORTING OFFICER (signature/title)

Manager Signals & Comm.

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 failures should be included in Item 1, Block Systems.  
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
  - AB—Automatic block
  - ACS—Automatic cab signal
  - APB—Absolute permissive block
  - ATC—Automatic train control
  - ATS—Automatic train stop
  - CL—Color light
  - CPL—Color position light
  - E—Electric
  - EM—Electromechanical
  - EP—Electropneumatic
  - FP—False proceed
  - MB—Manual block
  - M—Mechanical
  - P—Pneumatic
  - PL—Position light
  - SA—Semiautomatic
  - TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
<sup>1</sup> BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	4-3-98	Eng. #876	EC-4H / VHLcprog.	Glendale, Calif.
<sup>2</sup> INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
<sup>3</sup> AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<sup>4</sup> OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

(See attached detailed description)

(If more space is required, continue on reverse)

FALSE PROCEED INCIDENT INFORMATION

1. Date Of Incident: 4-3-98
2. Time Of Incident: 8:30a.m.
3. Location: Signal 72 - Valley Subdivision
4. Number Of Trains Each Day: 80
5. Train & Engine Number: Metrolink 905 Engine #876
- 5A. Type Of Train (PSGR or FRT): Passenger
6. Direction: Eastbound
7. If Freight Train, Number of Cars: N/A
8. How Many Tons: N/A
9. How Many Loads and Empties: N/A
10. Hazardous Material: N/A
11. Type and Number of Haz. Mat. Cars: N/A
12. Signal Number: Signal #72
13. Device That Failed: Electrocode 4H / Vital Harmon Logic Controller
14. When Last Inspected: March 29, 1998
15. Who Responded And Conducted Test: \_\_\_\_\_
16. Carrier Action Taken: Added "Joint Hop logic" to Executive Software
17. Equipment Installed Date: March 29, 1998
18. Equipment Last Tested: March 29, 1998
19. Type of System: Centralized Traffic Control
20. Method of Operation: Dispatcher Controlled
21. Maximum Time Table Speed: 79 Psgr / 55 Frt.