

7/10/00

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	DATE 05/06/00
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MAIL TO Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106 FEDERAL RAILROAD ADMINISTRATION MAY 15 19 00	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe Railway SOUTHERN CALIFORNIA DIVISION REPORTING OFFICER (signature/title) AVP SIGNAL
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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. Assumed 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	6 MAY, 2000	Z-WSPSBD-104	WEST BOUND SIGNAL MAIN TRACK TWO	BARSTOW, CA
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

AT 0755 HOURS PACIFIC TIME TRAIN CREW REPORTS THAT THEY WERE STOPPED ON RED OVER RED SIGNAL AT STATION BARSTOW. TRAIN WAS APPROXIMETLY 500 FEET TO 1000 FEET FROM SIGNAL. TRAIN CREW SAID THEY SAW SIGNAL GO TO RED OVER YELLOW AND THEY PROCEEDED TO TAKE SIGNAL. WHEN TRAIN WAS ONE ENGINE LENGTH FROM SIGNAL TRAIN CREW OBSERVED SIGNAL WAS RED OVER RED BUT COULD NOT STOP TRAIN FROM ENTERING OS. FIELD LOGS AND DIGICON LOGS DO NOT SHOW SIGNAL EVER BEING CLEARED OR REQUESTED TO CLEAR. COULD NOT DUPLICATE EVENT IN FIELD. THIS SIGNAL IS IN DIRECT LINE OF RISING SUN BUT AT 0845 HOURS I (SIGNAL SUPERVISOR) ARRIVED ON SCENE AND LOOKED AT SIGNAL ON MAIN TRACK TWO AND NOTICED SOME SUN GLARE ON SIGNALS BUT NOT EXCESSIVE. TERMINAL SUPERTINDENT AND MYSELF(SIGNAL SUPERVISOR) HAVE ARRANGED TO RIDE TRAIN AT SAME OF MORNING ON MAY 7TH, 2000.

ON MORNING OF MAY 7TH, 2000, WE REENACTED EVENT AND OBSERVED THAT INDEED AT THIS TIME OF MORNING SUN WAS DIRECTLY REFLECTING ON RED LENSE. THE GLARE WAS BAD ENOUGH TO MAKE SIGNAL APPEAR TO BE YELLOW.

CORRECTION: ADDED HOOD OVER RED ASPECT TO REDUCE THE POTENTIAL OF SUN INTERFERENCE.

(If more space is required continue on reverse)

FRA F6180-14