

<p>DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION</p> <p>FALSE PROCEED SIGNAL REPORT</p> <p>All railroads subject to Regulations of the Federal Railroad Administration shall submit a false signal report, original only, to the Federal Railroad Administration within fifteen 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.</p>	<p>REPORT FOR (month/year) February 2001</p> <hr/> <p>DATE March 5, 2001</p> <hr/> <p>REPORTING CARRIER (railroad & region or division) San Diego Northern Railway SDNX 810 Mission Avenue Oceanside, CA 92054</p> <hr/> <p><i>Signal Inspector</i> REPORTING OFFICER (signature/title)</p> <p>Thomas J. Dombkowski, Signal Inspector Communications and Signals</p>
<p>MAIL TO</p> <p style="padding-left: 40px;">Mr. Alvin Settje Regional Administrator Federal Railroad Administration 801 I Street, Suite 466 Sacramento, CA 95814</p>	

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.

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|---------------------------------|------------------------|
| RA - Automatic | EM - Electromechanical |
| AB - Automatic Block | EP - Electropneumatic |
| ACS - Automatic Cab Signal | FP - False Proceed |
| APB - Absolute Permissive Block | MB - 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 NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1. BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2. INTERLOCKING <input type="checkbox"/> AUTOMATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	2/28/2001		Improper Wiring of 4WBFLHR Circuit.	CP. ASH San Diego, California
3. AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4. OTHER (specify) CTC Interlocking				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On February 28, 2001, while Amtrak Train # 573 was occupying track #3 with a properly displayed aspect on the 4WA Signal (Flashing Yellow over Red). The engineer reported that 4WB Signal on an adjacent track #4, was displaying a Dark over Flashing Red Signal. This was an improperly displayed aspect on the 4WB Signal. The aspect should have been Dark over a solid Red Signal, with the top aspect lamp burned out.

Upon investigation, it was determined that the 4WB Signal on track #4, had a burned out lamp in the top aspect and an improperly wired flasher circuit in the bottom aspect. On February 28, 2001 the lamp was replaced on the top aspect of the 4WB Signal. On March 2, 2001 a bulletin order was put into effect instructing all engineers to notify the dispatcher's office and receive permission by any flashing red aspects at C.P. Ash until permanent corrections could be made. On March 5, 2001, permanent corrections were made to wiring of the 4WBFLHR circuit. Tests were conducted and the 4WB Signal displayed all the proper aspects and functioned as designed.