

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE 07/01/96

MAIL TO	REPORTING CARRIER (railroad & region or division)
Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105	BURLINGTON NORTHERN SANTA FE GALVESTON SUBDIVISION
<p style="text-align: center;">FEDERAL RAILROAD ADMINISTRATION KANSAS CITY, MO</p> <p style="text-align: center;">96 JUL -8 09:03</p>	REPORTING OFFICER (signature/title)
	Asst. Vice President -Signals

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 ground short block signal to indicate a false proceed causing corresponding indications of 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	06/21/96	CFWSX 320 ENGINE #BN 9466	FR-2	W. E. LANDES, TX
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO <input type="checkbox"/> <input type="checkbox"/> <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

THE CFWSX ENTERED THE EAST END OF THE SIDING AT LANDES ON A DIVERGING CLEAR ASPECT TRAVELING WESTBOUND. THE NEXT SIGNAL ENCOUNTERED AT THE WEST END OF LANDES WAS DARK. THE SIGNAL WAS DARK DUE TO A BAD ORDER FR-2. THE FR-2 WOULDN'T LIGHT THE SIGNAL BUT ALLOWED ENOUGH CURRENT FLOW TO KEEP THE LIGHT CHECK RELAY ENERGIZED. A NEW FR-2 WAS INSTALLED, TESTED AND LEFT WORKING OK.