DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION										
FALSE PROCEED SIGNAL REPORT					DATE	1-18-97				
MAIL TO Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105 FEDERAL RAILROAD A Deat Alexandra					REPORTING CARRIER (railroad & region or division)					
					Burlington Northern Santa Fe Railway					
					REPORTING OFFICER (signature/title)					
					AVP Signal					
A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the results of a policy 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.					A -Automatic			n the repor	EM EP FP MP M P L SA TC	Electromechanical -Electropneumatic -False proceed -Manual block -Mechanical -Pneumatic -Position light -Semiautomatic -Traffic Control
TYPE OF SYSTEM DATE					LOCOMOTIVE OR TRAIN DEVICE THAT		HAT	LOCATION (City and State)		
1 BLOCK SYSTEMS 1-16-9							FAILED FR-2 MOD	HILE	E.E.CLEARCREEK, TX	
1 BLOCK SYSTEMS AB	1 _{APB}	x	тс	1-10-97	(PBII3)	31-13	FR-2 MOD	OLL	D.L.CL	EMCREER, IV
2 INTERLOCKING	IMB	Λ	AUTO	 					-	
2 INTEREOCRINO	1		матіс			•				
3 AUTOMATIC SYSTEM	MS		MILITIO							
ATS	ATC		ACS							
4 OTHER (specify)	1	<u> </u>								
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NATURE AND CAUSE OF WESTBOUND TRAIN, QUESTBOUND TRAIN, QUESTBOAL AT THE RED OVER DARK ASPEC	-BHSH1-15, EI THE EAST EN	NG 70 D OF	68, REPORT	ED APPRO	OACH SI 8.9 OF T	HE PANHANDLE SU	JBDIVISIO1	N, OKLA	YELLO HOMA I	OW ASPECT AND WB DIVISION , DISPLAYING A
THE INCIDENT WAS IN , THE REPO THAT THE ELECTRO PO OUTPUTTING 500MA A' CHECK RELAY, BUT NO	RTED CONDI NEUMATIC CO I 0.95VDC TO	TION ORPC O THI	I WAS REPRO PRATION (HA E LB LAMP W	DDUCED ARMON) I VHICH W	BY MAK R-2, REV AS ENO	VISION "B" ,CURRE UGH CURRENT TO	IEUP, SUE NT REGUL	ATED SO	T INVE	SIGNAL MAINTAINER STIGATION REVEALED ATE FLASHER, WAS N-22L, 0.8 OHM ,LIGHT
THE FR-2 REV."B" MOD	ULE WAS RE	PLAC	ED WITH A	FR-2 REV	."C" MO	DULE AND THE CI	RCUIT TES	TED FOR	PROPE	R OPERATION.
BNSF IS IN THE PROCES	SS OF UPGRA	DINC	ALL FR-2 M	ODULES	TO REV	ISION "C".				

FP-97-5-2