

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION	
FALSE PROCEED SIGNAL REPORT	DATE 2-26-1997

MAIL TO Mr. Tom McFarlin Signal & Train Control Specialist Federal Railroad Administration 1100 Main Street, Suite 1130 Kansas City, MO 64105	REPORTING CARRIER (railroad & region or division) Burlington Northern Santa Fe LAFAYETTE SUB
	REPORTING OFFICER (signature/title) A. J. [Signature] A. J. [Signature] Signals

FEDERAL RAILROAD ADMINISTRATION
97 MAR -4 10 39 AM '97

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. - If the 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	2-24-97	SP 8027 ENG, ICXCIT-23	SIGNAL 1617	CROWLEY, LA.
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

UPON ARRIVAL FOUND APPROACH SIGNAL 1617 WAS GREEN WITH TRAIN ON MAINLINE BETWEEN SWITCHES AT CROWLEY AND EAST SPRING SWITCH REVERSE FOR SIDING. HEAD IN SIGNAL 1639 WAS RED WITH SIGNAL 1617 GREEN. ALL SIGNALS INVOLVED PLACED TO STOP. INSPECTION REVEALED TREES HAD FALLEN THROUGH THE POLE LINE AND HAD SEVERAL WIRES WRAPPED TOGETHER CAUSING SIGNAL 1617 TO BE FALSE CLEARED WITH FOREIGN BATTERY. TREES WERE THEN CLEARED, POLE LINE REPAIRED, SIGNALS PUT BACK ON LINE AND ALL TESTED OK.

(If more space is required continue on reverse)