

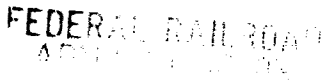
DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE 9-3-96

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
 Oklahoma Division
 Panhandle Subdivision

REPORTING OFFICER (signature/title)
 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 grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal. In such 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
- | | | |
|--------------------------------|----|-------------------|
| 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	9-3-96	Q-CVLI1-02 ENG.8534	EC-4, 213A MODULE	AVARD, OK.
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

At approximately 0720 hours on 9-3-96, Train Q-CVLI1-02, engine 8534, traveling eastbound on the North track of the Panhandle subdivision of the Oklahoma Division between Avard and Waynoka, Oklahoma observed intermediate CL signal 3382 pumping from Dark over Dark to Yellow over Yellow with a train in the block ahead. Supervisor of Signals and Signal Maintainer were called to investigate.

The investigation revealed that the condition existed as follows, the signal would display a Yellow over Yellow aspect for 2 seconds then display a Dark over Dark for 40 seconds then repeat. Further investigation revealed a Bad Order, Electrocode-4, 213A, Lamp Driver Module and a burst signal bulb in the Top Green Position. Suspect a lightning strike close to the signal account heavy storms in the area.

The 213A module and bulb were replaced and a complete operational test performed. The system was left operating as intended.

(If more space is required continue on reverse)