

JAN 10 1996

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	<table border="1" style="width:100%"> <tr> <td style="width:15%">DATE</td> <td>January 5, 1996</td> </tr> </table>	DATE	January 5, 1996
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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 Santa Fe Oklahoma REPORTING OFFICER (signature/title)
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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 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	12/30/95	NONE	SIG LA	WEST PURCELL, 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

DISPATCHER REPORTED SIGNAL LA, MAIN LINE WESTWARD CONTROL SIGNAL, WEST END PURCELL, OK CLEARED ON ITS OWN AND COULD NOT BE TAKEN DOWN. MAINTAINER OBSERVED SIGNAL LA DISPLAYING A VERY DIM YELLOW ASPECT. MAINTAINER FOUND SIGNAL HAD BEEN SHOT, DAMAGING THE H-5 RELAY. MAINTAINER REPLACED H-5 RELAY AND TESTED SIGNAL SYSTEM. THERE WERE NO TRAINS THAT VIEWED THE SIGNAL BEFORE THE SIGNAL WAS PLACED TO STOP BY THE SIGNAL MAINTAINER.