

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

DATE AUGUST 7, 1998

MAIL TO

Mr. Tom McFarlin
Signal & Train Control Specialist
Federal Railroad Administration
1100 Main Street, Suite 1130
Kansas City, MO 64105

FEDERAL RAILROAD ADMINISTRATION
KANSAS CITY, MO

98 AUG 11 09:08

REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway
NEW MEXICO DIVISION
CLOVIS SUBDIVISION

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 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

- | | | | |
|-----|----------------------------|----|-------------------|
| 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	7-30-98	ZNBYWSP829	SWITCH CP 7816	VAUGHN, NEW MEXIC
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

TRAIN Z-NBYWSP8-29 WAS EASTBOUND ON THE SOUTH TRACK BETWEEN VAUGHN AND JOFFRE, NEW MEXICO. THE TRAIN OBSERVED A CLEAR ASPECT FOR INTERMEDIATE SIGNAL 7814. AFTER PASSING THE INTERMEDIATE SIGNAL, APPROXIMATELY 1100 FEET, THE TRAIN ENCOUNTERED A REVERSE SWITCH AT A NEW CONTROL POINT CP7816 THAT WAS NOT IN SERVICE. THE TRAIN CROSSED OVER FROM THE SOUTH TRACK TO THE NORTH TRACK. THE TRAIN STOPPED APPROXIMATELY .6 MILE AFTER CROSSING OVER TO THE NORTH TRACK. THE DISPATCHER DID HAVE AN OPPOSING TRAIN LINED ON THE NORTH TRACK APPROACHING THIS LOCATION. THE TWO TRAINS GOT STOPPED APPROXIMATELY EIGHT (8) MILES APART.

CAUSE: SIGNAL PERSONNEL WERE PRETESTING THE NEW CROSSOVER LOCATION PREPARING FOR IN SERVICE TESTING SCHEDULED FOR AUGUST 4, 1998. SWITCH CLAMPS WERE REMOVED FROM THE SWITCHES ANTICIPATING A TRACK WINDOW TO TEST THE SWITCH OPERATION. TRACK AND TIME WAS DENIED BY THE DISPATCHER UNTIL ONE TRAIN RAN. WHILE WAITING FOR TRACK AND TIME THE SIGNAL PERSONNEL INADVERTENTLY THREW THE SWITCH REVERSE WHILE TESTING MODULES AND LOOKING FOR A GROUND ON THE OPERATING BATTERY.