

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 1/31/00

MAIL TO

Mr. Tom McFarlin
Signal & Train Control Specialist
Federal Railroad Administration
901 Locust Street - Suite 464
Kansas City, MO 64106

REPORTING CARRIER (railroad & region or division)

Burlington Northern Santa Fe Railway

BURLINGTON NORTHERN SANTA FE
New Mexico Division
Glorieta 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 |

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TYPE OF SYSTEM	DATE	LOCOMOTIVE OR TRAIN NUMBER	DEVICE THAT FAILED	LOCATION (City and State)
1 BLOCK SYSTEMS X AB <input type="checkbox"/> APB <input type="checkbox"/> TC	1-30	Amtrak #4-27	SIGNAL 8552	WALDO, NEW MEXICO
2 INTERLOCKING <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> AUTO 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

AMTRAK #4-27 reported passing approach signal to Waldo, Signal #8572 with clear indication. Also reported passing 8552 signal at West end Waldo with clear indication. Upon passing curve at M.P. 855.1, observed train H-DENBAR1-29 pulling into siding and still occupying the O.S. Section at East end Waldo. AMTRAK 4-29 placed his train in emergency and was able to stop short of red signal at East end Waldo. (8542 Signal)

Signal forces called to investigate. Upon arrival, Supervisor of Signals found the searchlight signal 8552 had been shot into by person/persons unknown. Signal relay was broken and bullet fragments had jammed H-5 signal relay in the green position. Relay was replaced and Signal System tested and found no further exceptions. Cross and Ground test was made upon arrival as well and no exceptions found.

Special Agents were notified as well as County Sheriff's Office to make report of vandalism.

(If more space is required continue on reverse)

FRA F6180-14