DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION							
FALSE PROCEED SIGNAL REPORT		DATE	07/30/01				
MAIL TO		REPORTING CARRIER (railroad & region or division)					
		Burlington Northern Santa Fe Railway					
Mr_ James Drake Sig nal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464			Illinois Division				
Karasas City, MO 64106 jam es.drake@fra.dot.gov		REPORT	REPORTING OFFICER (signature/title)				
corene.macmahon@fra.dot.gov			Assistant 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 system on each train approaching this point, such failure should be included in Item 1. Block System		The following abbreviations may be used in the A -Automatic AB -Automatic block ACS -Automatic cab signal APB -Absolute permissive block		eport EM EP FP	-Electromechanical -Electropneumatic -False proceed		
A false proceed failure is a failure of a system device or appliance to indicate or furnction as intended which results in less restriction than			Absolute permiss	ive block	MP	-Manual block	
			Automatic train c	ontrol	M	-Mechanical	
intended.		ATS -	Automatic train st	top	P	-Pneumatic	
		CL -	Color light		PL	-Position light	
		CPL- (Color position ligh	ıt .	SA	-Semiautomatic	
		E -	Electric		TC	-Traffic Control	
TYPE OF SYSTEM		LOCOMO TRAIN NU		DEVICE THAT FAILED	LOCAT	TION (City and State)	
1 BLOCK SYSTEMS AB APB TC 2 INTERLOCKING AUTO MATIC	1 1	C ATMMA BN 9644	AS1-03 ENGINE	Poleline	New Lo	ondon, lowa	
3 AUTOMATIC SYSTEMS							
ATS ATC ACS							
4 OTHER (specify)							
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTIVATION OF TAILURE AND CAUSE OF FAILURE/CORRECTIVE ACTIVATION OF THE WAS THE ACTIVATION OF THE WAS T	a train in the all supervioused by a led battery.	the block aless and main cross between There had	ntainer were notifi en SD and ND on	ed to perform tests as the poleline. A pole	nd inspect had falle	tions at the location. The	
		15:31	q 2- aua	10.			
f more space is required continue on reverse)						FRA F6180-14	