DEPARTMENT OF TRANSPORTATION					
FEDERAL RAILROAD ADMINISTRATION					
FALSE PROCEED SIGNAL REPORT		DATE 11/12/01			
MAIL TO		REPORTING CARRIER (railroad & region or division)			
Mr. James Dunke	Burlington Northern Santa Fe Railway				
Mr. James Drake Signal & Train Control Specialist Federal Railroad Administration 901 Locust Street - Suite 464 Kansas City, MO 64106 james.drake@fra.dot.gov corene.macmahon@fra.dot.gov		SOUTHWEST DIVISION GALLUP SUBDIVISION			
		REPORTING OFFICER (signature/title)			
	AVP SIGNAL				
A failure should not be counted more than one time in items 1, 2, and 4; the failure should be classified under the basic system or	The following abbreviations may be used in the report				
appliance of which it forms an essential part. E.g.: assume groun	A -Automatic		EM	-Electromechanical	
cause a block signal to indicate a false proceed causing corresponding		AB -Automatic block		EP	-Electropneumatic
indications of a cab signal system on each train approaching this such failure should be included in Item 1. Block System	ACS -Automatic cab signal		FP	-False proceed	
Such failure should be included in facili 1. Blook system		APB -Absolute permissive block		MP	-Manual block
A false proceed failure is a failure of a system device or appliance	ATC -Automatic train control		M	-Mechanical	
indicate or function as intended which results in less restriction than intended.		***************************************		P	-Pneumatic
				=	
		CL -Color light		PL	-Position light
		CPL- Color position light		SA	-Semiautomatic
	E -Electric		TC	-Traffic Control	
TYPE OF SYSTEM DA	ATE	LOCOMOTIVE OR TRAIN NUMBER	DEVICE THAT FAILED	LOCAT	ION (City and State)
1 BLOCK SYSTEMS APB TC	/5/01	CMCMJCC324A BNSF 4964	2LA signal		e Wye Spur mp .6, Defiance ur Gallup, NM
2 INTERLOCKING AUTO MATIC					
3 AUTOMATIC SYSTEMS ATS ATC ACS					
4 OTHER (specify)					
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN					