

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO

Federal Railroad Administration
Regional Director
650 Murdock Bldg
703 Broadway
Vancouver WA 98660

REPORT FOR (month/year)

August 2000

DATE

August 31, 2000

REPORTING CARRIER (railroad & region or division)

Montana Rail Link
P.O. Box 16390
Missoula MT 59808

REPORTING OFFICER (signature/title)

Manager
Signals & Communications

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 failures should be included in item 1, Block Systems.

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
- AB—Automatic block
- ACS—Automatic cab signal
- APB—Absolute permissive block
- ATC—Automatic train control
- ATS—Automatic train stop
- CL—Color light
- CPL—Color position light
- E—Electric
- EM—Electromechanical
- EP—Electropneumatic
- FP—False proceed
- MB—Manual block
- M—Mechanical
- P—Pneumatic
- PL—Position light
- SA—Semiautomatic
- TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	8/25/00	BNSF 4799	none	Missoula, Montana
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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

On August 25, 2000, at approximately 08:27 hours, crew on Eastward Train STACSPM122 reported Signal 1246 as displaying a yellow over lunar aspect when the next signal in advance at West Missoula was displaying a stop aspect with the West Crossover lined reverse which was against the movement for this route. The proper aspect for Signal 1246 at this time was yellow.

Signal Department personnel were immediately notified and investigated this incident. During this investigation, personnel performed operating tests, indication locking tests, ground tests, meggering tests of all involved cables, tested all involved relays, tested involved searchlight signal mechanisms, took voltage readings on all involved equipment and tested the involved electrocode units.

Signal Department personnel were unable to duplicate this alleged false proceed incident. All tests and inspections revealed the signal system functioned as intended.

(If more space is required, continue on reverse)