DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: 12-11-95

MAIL TO

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

REPORTING CARRIER (railroad & region or division)

BNSF
Montana Division
Kootenai River Subdivision

REPORTING OFFICER (signature/title)

Asst. Chief Engineer 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 [ ] AB [ ] APB [X] TC	12-1-95	1-4108-1	int. 1248.2	Radnor, MT
2 INTERLOCKING [ ] [ ] [ ] AUTOMATIC				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

A tree fell into the poleline at MP1247 causing the D and DD to become wrapped. This caused the signal at 1248.2 to upgrade from flashing yellow to green. Train crew reported next signal (approach to West Radnor) as yellow and West Radnor as red over lunar. Although braking distance was okay for these signals, the fact remains that signal 1248.2 should have been FY for this movement. Line wire wrap removed and signals returned to service.

(If more space is required continue on reverse)