

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

February 2002

DATE

March 11, 2002

REPORTING CARRIER (railroad & region or division)

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

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 Administrator
703 Broadway
Suite 650
Vancouver wa 98660

REPORTING OFFICER (signature/title)

Director
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"/> X TC	2/26/02	BNSF 1016	none	Eddy, MT
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <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

See attached.

(If more space is required, continue on reverse)

9
=P02-8-4

On February 26, 2002, Engineer on Train XPASABE123 reported that while approaching Eastward Intermediate Signal 240, the signal was first observed as displaying a green aspect, then the signal was observed as displaying a flashing yellow aspect. The proper aspect for Signal 240 at this time was flashing yellow account the Eastward Absolute Signals at East Eddy were red.

Signal Department personnel promptly investigated this incident. Personnel checked the electronic log reports for the HLC equipment at East Eddy and West Eddy which revealed the signal system was functioning as intended. Personnel checked the electronic data log reports for Digicon, which revealed the system was functioning as intended. Personnel checked the electronic data logger report for the electrocode equipment at Signal 240, which revealed the signal system was functioning as intended with signal 240 displaying a flashing yellow aspect at the time of occurrence.

Signal Department personnel also performed operational tests, performed relay tests, megging tests, tested relays, performed ground tests and inspected wiring. Subsequent to tests, signal system functioned as intended.

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