OMB No. 04-R-0028

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

Director of Railroad Safety
Federal Railroad Administration
Room 1807
911 Walnut Street
Kansas City, MO 64106-2009

REPORT FOR (month/year)

January 1995

DATE

February 3, 1995

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
1416 Dodge Street
Omaha, Nebraska

Council Bluffs Service Unit

REPORTING OFFICER (signature/title)

Chief Engineer-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 range 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** ☐ AB ☐ APB ☑ TC	1/20/95	NLNP-18	None	Darr, Nebraska
2 **INTERLOCKING** ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 **AUTOMATIC SYSTEMS** ☐ ATS ☐ ATC ☐ ACS				
4 **OTHER** (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On January 20, 1995, at 15:53 (CDT) westbound NLNP-18 on the Council Bluffs Subdivision was stopped on Track 1 at Control Point B233 with westbound LND-15 occupying Track 1 west of the control point. NLNP-18 reported signal 1W west from red to green about four times in 5-second durations.

An investigation could not duplicate the occurrence, and it was determined that loss of shunt by LND-15, a single 4-axle locomotive, had caused the signal display.

All applicable tests were performed.

Shunting

DAM

FP95-6-1

(If more space is required, continue on reverse)