

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
 December 1995

DATE
 December 19, 1995

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.

REPORTING CARRIER (railroad & region or division)
 Union Pacific Railroad
 1416 Dodge Street
 Omaha, Nebraska
 St. Louis Service Unit

MAIL TO

Director of Railroad Safety
Federal Railroad Administration
 City Center Square, Suite 1130
 1100 Main Street
 Kansas City, MO 64105-2112

REPORTING OFFICER (signature/title)

 Chief Engineer-Signals

The following abbreviations may be used in the report:

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 = 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

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.

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	12/8/95	SP8353	None	Menard Junction, Illinois
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <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 December 8, 1995, at 10:00 (CST) on the Chester Subdivision, Northbound FHOCH-06 had a green signal at CP D061 with intermediate northbound Signal 58.3 displaying red and the track north of Signal 58.3 occupied.

An investigation revealed a neutral relay was installed in lieu of a biased relay in the "D" circuit at CP D061.

The signal system was restored to proper operation, and all applicable tests were performed.

(If more space is required, continue on reverse)