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
City Center Square, Suite 1130
1100 Main Street
Kansas City, MO 64105-2112

REPORT FOR (month/year)

May 1998

DATE

May 5, 1998

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
1416 Dodge Street
Omaha, Nebraska

East Texas Service Unit

REPORTING OFFICER (signature/title)

ief 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	EM = Electromechanical
AB = Automatic block	EP = Electropneumatic
ACS = Automatic Cab Signal	FP = False proceed
APB = Absolute permissive block	MB = 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 NUMBER	DEVICE THAT FAILED	LOCATION(city and state)
1 **BLOCK SYSTEMS** ☐ AB ☐ APB ☒ TC	4/30/98	SP 6823	None	Near Millican, TX
2 **INTERLOCKING** ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 **AUTOMATIC SYSTEMS** ☐ ATS ☐ ATC ☐ ACS				
4 **OTHER** (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On April 30, 1998, at 16:30 CDT, on the Ft. Worth Subdivision, north bound RSPOG 29, observed a yellow over green indication at the north bound approach signal at MP 56.8 with the next north bound home signal at control point Q058 displaying a red over yellow indication with the track lined for the siding.

An investigation revealed the north bound signal at MP 56.8 should have displayed a yellow over yellow indication with the control point Q058 lined into the siding.

The north bound signal at MP 56.8 was changed to display a yellow over yellow indication with the control point Q058 lined for the siding. All applicable tests were performed.

(If more space is required, continue on reverse)