

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

August 1998

DATE

August 14, 1998

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
1416 Dodge Street
Omaha, Nebraska

St. Louis Service Unit

REPORTING OFFICER (signature/title)

Chief Engineer-Signals

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

FEDERAL RAILROAD ADMINISTRATION
98 AUG 17 A9:23

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

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.

| 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 | 8/7/98 | UP00159 | None | North Riverside, MO |
| 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 August 7, 1998, at 13:30 CDST, on the De Soto Subdivision, at North Riverside, Missouri, southbound LSE57-07, at Mile Pole 26.30, observed a clear southbound signal at CPD026, and a red southbound signal at CPD027.

An investigation revealed that a line wrap in the HD circuits between D026 and D027 allowed the 61H and 61D relays to pick up falsely at D026.

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

(If more space is required, continue on reverse)

cc Pringle
FP98-6-5
8/24