

DEPARTMENT OF TRANSPORTATION  
**FEDERAL RAILROAD ADMINISTRATION**  
**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

March 1995

DATE

March 24, 1995

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, Nebraska  
 Houston 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**  
 Room 1807  
 911 Walnut Street  
 Kansas City, MO 64106-2009

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 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.

- 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 checked="" type="checkbox"/> APB <input type="checkbox"/> TC	3/14/95	UP3148	Switch Circuit Controller	Amelia, Texas
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 March 14, 1995, at 15:00 (CDT), Eastbound UP3148 on the Beaumont Subdivision observed eastbound Signal H450 green with west end of Amelia Yard lined against him.

An investigation revealed the switch circuit controller connecting rod had fallen off due to worn threads in the socket assembly.

The socket assembly was replaced on the switch rod, and a switch inspection was done. The signal system was restored to proper operation.

(If more space is required, continue on reverse)