

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

REPORT FOR (month/year)

June 1995

DATE

June 29, 1995

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, Nebraska

San Antonio 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	6-16-95	UP6317	Switch Circuit Controller	Stanton, 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 June 16, 1995, at 10:55 (CDT) westbound FWEP16 on the Baird Subdivision reported a green westbound signal at the east end of Stanton with the switch reverse at the west end of Stanton.

An investigation revealed the switch circuit controller at the west end of Stanton had bad roller and tension springs that, under vibration, would lose the "shunt circuit" with the switch in a reverse position.

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

(If more space is required, continue on reverse)