

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

August 1995

DATE

August 16, 1995

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
 1416 Dodge Street
 Omaha, Nebraska
 Central 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	8/10/95	UP2400	Track Relay	Adair, Oklahoma
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 10, 1995, at 11:30 (CDT) on the Cherokee Subdivision while the MOWDWD-10 was switching at the south end of Adair, Oklahoma, the southbound leaving signal at M.P. 454.5 displayed a green indication with the main line track circuit south of the OS circuit occupied.

An investigation revealed the signal being held in a green position by the track relay for the occupied track circuit having contacts fused in the normally-energized position caused by a lightning strike. The track relay was replaced.

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

(If more space is required, continue on reverse)