

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

REPORT FOR (month/year)

September 1996

DATE

September 9, 1996

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.

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, Nebraska  
 Iowa Service Unit

MAIL TO

Director of Railroad Safety  
 Federal Railroad Administration  
 City Center Square, Suite 1130  
 1100 Main Street  
 Kansas City, MO 64105-2112

REPORTING OFFICER (signature/title)

Chief Engineer-Signals

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 type="checkbox"/> APB <input checked="" type="checkbox"/> TC	8/28/96	CNW6905	None	Rochelle, Illinois
2 INTERLOCKING <input checked="" type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input checked="" type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (Specify)				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

On August 28, 1996, at approximately 0145 CDT on the Geneva Subdivision, westbound ELNP-27 was proceeding west on No. 2 Track at restricted speed east of M.P. 74.0 with a Restricting cab signal aspect. The cab signal aspect was Restricting as the home signal at the BN interlocking at M.P. 75.3 was displaying a Stop aspect. At approximately M.P. 74.0, the cab signal changed to a Clear aspect and remained Clear until changing back to a Restricting aspect at approximately M.P. 74.25.

An investigation revealed a high level of 120 HZ energy on the track originating from a track rectifier at the battery end of a DC track circuit which operated in combination with the feed transformer for the 100 HZ ATC.

The wiring for the track rectifier, battery, and ATC feed transformer was revised to a standard arrangement which minimizes the 120 HZ energy on the track circuit. The signal system was restored to proper operation, and all applicable tests were performed.

(If more space is required, continue on reverse)