

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
 January 1997

DATE
 January 9, 1997

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
 City Center Square, Suite 1130
 1100 Main Street
 Kansas City, MO 64105-2112

FEDERAL RAILROAD
 ADMINISTRATION
 97 JAN 13 A9:50
 KANSAS CITY REG

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	1/ 2/97	Job #700	Underground Cable	Avondale, Louisiana
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input checked="" 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 January 2, 1997, at 14:25 CDT on the Alexandria Subdivision the Tower Operator at West Bridge Junction, at Milepole 10.2 reported that as Train Job #700 passed Signal No. 7 leaving the new yard on the SP tracks to Westwego, Signal No. 7 stayed yellow.

An investigation revealed the 7GZ signal mechanism had a ground on it through an underground cable from switch No. 9 which kept the mechanism energized with a train occupying the OS track ahead of Signal No. 7.

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

(If more space is required, continue on reverse)