

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

REPORT FOR (month/year)

June 1997

DATE

June 13, 1997

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, Nebraska

North Little Rock 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  
 JUN 17 8:44

KANSAS CITY REC

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.

The following abbreviations may be used in the report:

- 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<br>BLOCK SYSTEMS<br><input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC   | 6/8/97 | UP3924            | Electrocode Unit   | Valentine, AR             |
| 2<br>INTERLOCKING <input type="checkbox"/> AUTOMATIC<br><input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL |        |                   |                    |                           |
| 3<br>AUTOMATIC SYSTEMS<br><input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS        |        |                   |                    |                           |
| 4<br>OTHER (Specify)  |        |                   |                    |                           |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On June 8, 1997, at 4:30 AM CDST, on the Hoxie Subdivision, southbound MCHHO-06, on track 1 observed southbound Signal 3343 at MP 334.5 green with the next southbound Signal 3367 at MP 336.7 red.

An investigation revealed, with the block occupied south of southbound Signal 3367 the Electrocode unit at 3367 was transmitting a Code 4 north to southbound Signal 3343 instead of a Code 2.

The Electrocode unit at 3367 was replaced. The signal system was restored to proper operation, and all applicable tests were performed.

(If more space is required, continue on reverse)