

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)  
 August 1997

DATE  
 August 14, 1997

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  
 Proviso Service Unit

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 AUG 18 A9:12

REPORTING OFFICER (signature/title)

Chief Engineer-Signals

KANSAS CITY REGION

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 = Electromechanic
- 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	8/10/97	UP5071	None	Nelson, IL
2 INTERLOCKING <input 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 10, 1997, at 17:45 CDST, on the Geneva Subdivision, at Nelson, Illinois, eastbound worktrain WNEKCR, at mile post 105, while making a switching move from track 2 through track 3 and track 5 to the yard, ran by a dwarf signal that should have displayed a red indication but the bulb was burnt out. The train crew claimed the dwarf signal displayed a lunar indication.

An investigation revealed with the sun shining in the signal, it gave the appearance of a lunar indication.

The dwarf signal is being changed out to a two position colorlite signal on a five foot mast.

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