

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 FALSE PROCEED SIGNAL REPORT

FP01-6-4
 REPORT FOR (month/year)

OMB No. 04-R-002

April 2001

DATE

April 12, 2001

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
 1416 Dodge Street
 Omaha, Nebraska
 St. Louis 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
 901 Locust Street
 Kansas City, MO 64106

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	4/4/01	UP3958 North	NONE	Gorham, IL
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 April 4, 2001, at 11:00 DST, at Groham, IL on the Chester Subdivision, northbound QNLPI-03, received a northbound diverging clear signal (red over red over green) at CP D085 at MP 84.8 into a dark signal at CP C338.

An investigation revealed that a signal gang, while cutting over new CP D338 had inadvertently applied battery to the 48DPR circuit which caused the diverging clear signal at CP D085.

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

(If more space is required, continue on reverse)