

FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

June 2001

DATE

June 20, 2001

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
1416 Dodge Street
Omaha, Nebraska

Council Bluffs 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

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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 ground range a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching that 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	06/11/01	UP3035	NONE	Council Bluffs, IA
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 June 11, 2001, at 15.30 CDT, at Council Bluffs, Iowa, on the Omaha Subdivision, westbound UP 3035, on Track 2, at CPB 001, reported the Dwarf Signal #20 gave a red over lunar aspect

An investigation revealed the lower unit of the Dwarf Signal had a burned out bulb, and was dark on red. The sun wash into the lenses gave it an appearance of a lunar aspect.

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

(If more space is required, continue on reverse)