

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

September 2001

DATE

September 17, 2001

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, Nebraska  
 Chicago 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

01 SEP 24 09:45

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	9/12/01	UP6822	NONE	KRESS, 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 September 12, 2001, at 01:48 CDT; at Kress, IL, on the Geneva Subdivision, westbound CMHVC 12, on track # 3 at MP 32.1, reported their cab signal cleared for their train on track # 3, when the westbound signal on track # 2 was clear (cab signals on track # 3 should display restricting when westbound train is cleared on track # 2).

An investigation revealed that retired track wires were still connected to tracks # 2 & 3. These wires were shorted together while performing directional boring, and fed cab signal energy intended for track # 2 to track # 3.

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

*cc Chicago  
 Fax & mailed  
 on 9/24*

(If more space is required, continue on reverse)

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