

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

August 2000

DATE

August 15, 2000

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
 1416 Dodge Street
 Omaha, Nebraska
 Roseville 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 = 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

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.

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION(city and state)
1 BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	8/10	UP6053	NONE	MULFORD, CA
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 August 10, 2000 at 00:50 PDT in Mufford, CA on the Coast Subdivision, southbound IOAMN 09, on the Main Track at MP 15.70, reported the northbound signal 15.70 displayed a green aspect when they were 100 feet south of signal 15.70 and 1900 feet of their train was north of the signal.

An investigation revealed that a field construction gang had extended some track circuits and had failed to break the control to northbound signal at MP 15.70 with the track contracts.

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

cc Sacramento
 8/18

(If more space is required, continue on reverse)