OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

October 2000

DATE

October 31, 2000

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

Salt Lake Service Unit

MAIL TO

Director of Railroad Safety
Federal Railroad Administration
901 Locust Street
Kansas City, MO 64106

FEDER

'00 NOV -2 A10:25

KANSAS CITY

REPORTING OFFICER (signature/title)

Chief Engineer-Signals

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 = 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** ☒ AB ☐ APB TC	10/25/00	CSXT 8670	NONE	OGDEN, UT
2 **INTERLOCKING** ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 **AUTOMATIC SYSTEMS** ☐ ATS ☐ ATC ☐ ACS				
4 **OTHER** (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On October 25, 2000 at 13:30 MDT in Ogden, Utah on the Lakeside Subdivision, westbound ZAPT 25, on the main track, reported the westbound Signal 769.5 was yellow with the track circuit west of the signal occupied.

An investigation revealed a road grader had struck the instrument case at MP 767.20 and tipped over the track relay for the track circuit west of westbound Signal 769.5.

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

(If more space is required, continue on reverse)