

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

April 2001

FP 2001-5-4

DATE

April 16, 2001

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad
 1416 Dodge Street
 Omaha, Nebraska
 Kansas City 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

FEDERAL

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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 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 type="checkbox"/> TC	4/11/01	BNSF9788	NONE	Wagoner, OK
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input checked="" 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 11, 2001, at 16:30 CDT, at Wagoner, OK, on the Cherokee Subdivision, southbound, CGDRO 10, on the main track, at MP 486.3, reported the southbound approach signal to the Wagoner Interlocker displayed an approach diverging (yellow over yellow) into a red southbound home signal.

An investigation revealed that lightning had melted two wires together, which applied voltage to the bottom aspect of the southbound approach signal.

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

(If more space is required, continue on reverse)