OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

March 1998

DATE

March 16, 1998

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 City Service Unit

MAIL TO

Director of Railroad Safety
Federal Railroad Administration
City Center Square, Suite 1130
1100 Main Street
Kansas City, MO 64105-2112

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	EM = Electromechanical
AB = Automatic block	EP = Electropneumatic
ACS = Automatic Cab Signal	FP = False proceed
APB = Absolute permissive block	MB = Manual block
ATC = Automatic train control	M = Mechanical
ATS = Automatic train stop	P = Pneumatic
CL = Color light	PL = Position light
CPL = Color position light	SA = Semiautomatic
E = Electric	TC = Traffic Control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION(city and state)
1 **BLOCK SYSTEMS** ☐ AB ☐ APB ☒ TC	3/11/98	UP 8197	None	Colton, UT
2 **INTERLOCKING** ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 **AUTOMATIC SYSTEMS** ☐ ATS ☐ ATC ☐ ACS				
4 **OTHER** (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On March 11, 1998, at 2300 MST, on the Provo Subdivision, at Colton, Utah, eastbound CTVSV-04, on the main track, observed the eastbound signal at MP 644.7 display a momentary green signal with the track east of the signal at MP 644.7 occupied.

An investigation revealed momentary loss of shunt in the occupied track circuit east of signal at MP 644.7 caused the momentary green signal at eastbound signal at MP 644.7.

All applicable tests were performed.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

GPO 929-92