OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

June 2000

DATE

June 29, 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

Houston Service Unit

MAIL TO

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

FEDERAL RAILROAD ADMIN

'00 JUL -3 P4:35

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	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	6/3/00	UP-1647	NONE	HOUSTON, TX
2 **INTERLOCKING** ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 **AUTOMATIC SYSTEMS** ☐ ATS ☐ ATC ☐ ACS				
4 **OTHER** (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On June 3, 2000, at 14:50 CDT, at Houston, TX on the Terminal Subdivision at MP 366.30, the Dispatcher was able to line a route from CP LF369, on the #1 main to Bellaire Junction, with a hand throw switch on the #1 main, located south of CP LF369 in a reverse position.

An investigation revealed a design error. The Switch Correspondence Relay was not wired into the control for the southbound signal at CP LF369.

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

(If more space is required, continue on reverse)