

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
 September 2000

DATE
 September 11, 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
 North Little Rock Service Unit

MAIL TO

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

FEDERAL RAILROAD ADMINISTRATION
 '00 SEP 15 11:37

REPORTING OFFICER (signature/title)

Chief Engineer-Signals

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 checked="" type="checkbox"/> TC	9/1	UP3074	NONE	DEXTER JUNCTION, MO
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 September 1, 2000 at 5:48 CDT at Dexter Junction on the Jonesboro Subdivision, southbound MINPB 01 on the main track at mile pole 40.3 reported the southbound signal (4L) displaying a green aspect and as they proceeded they encountered the northbound LSV50 01, a local with a single 4-axle unit, in the same block.

An investigation revealed an oil film was present on the rail between Dexter Junction and Bernie causing a loss of shunt. It is unknown as to the origin of the oil film and it is under investigation.

The oil film was removed and the signal system operated as intended.

cc Pringle
 FP00-6-6
 9-15-00

(If more space is required, continue on reverse)