

DEPARTMENT OF TRANSPORTATION  
**FEDERAL RAILROAD ADMINISTRATION**  
**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

November 2000

DATE

November 14, 2000

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, Nebraska  
 Salt Lake 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 RAILROAD  
 ADMINISTRATION

NOV 20 10:30

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<br>BLOCK SYSTEMS<br><input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC   | 11/9/00 | AMTK39            | NONE               | IRONTON, UT              |
| 2<br>INTERLOCKING <input type="checkbox"/> AUTOMATIC<br><input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL |         |                   |                    |                          |
| 3<br>AUTOMATIC SYSTEMS<br><input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS        |         |                   |                    |                          |
| 4<br>OTHER (Specify)  |         |                   |                    |                          |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On November 9, 2000 at 06:31 MST in Ironton, Utah on the Provo Subdivision, eastbound AMT6-08, on the Track #1, reported the eastbound approach signal at MP 699.80 to Ironton displayed a green aspect with the crossover in Ironton lined and occupied.

An investigation revealed the signal case at MP 699.80 had been struck by a vehicle on the service road and the 98H and 98D relays were upside down.

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

(If more space is required, continue on reverse)

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