

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

REPORT FOR (month/year)  
 August 1997

DATE  
 September 8, 1997

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  
 Tucson 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

FEDERAL RAILROAD ADMINISTRATION  
 97 SEP 12 A8:49

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 = 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

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.

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	8/25/97	SP 8574	Battery	Strauss, N. M.
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 August 25, 1997, at 14:00 CDST, on the Lordsburg Subdivision, at Strauss, N. M., eastbound 1EPLDW.19, had a flashing red signal for a move from the siding to the main track before the dispatcher requested the switch reverse.

An investigation revealed a bad set of operating battery causing pumping relays and the siding signal flashing in lieu of steady red.

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

(If more space is required, continue on reverse)