

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

July 1998

DATE

July 21, 1998

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, Nebraska

Cheyenne 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  
 City Center Square, Suite 1130  
 1100 Main Street  
 Kansas City, MO 64105-2112

3 CITY REC

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	7/18/98	UP 9507	75 Code Transmitter	Rawlins, WY
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 checked="" type="checkbox"/> ACS				
4 OTHER (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On July 18, 1998, at 07:309 CDST, on the Laramie Subdivision, at Rawlins, WY, westbound ZAPLA-16 observed the westbound CP-W680 was yellow with a green CAB, and westbound CP-W681 was red with a red over yellow Cab. The ZAPLA-16 was following another train.

An investigation revealed that the eastward 75 Code Transmitter Relay at CP-W681 was coding faster than 75 because of bad contact, which caused the eastward Cad code at CP-W680 to upgrade the code to a green (180 code rate).

The 75 Code Transmitter Relay was replaced, the signal system was restored to proper operation, and all applicable tests were performed.

(If more space is required, continue on reverse)