OMB No. 04-R-(

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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

REPORT FOR (month/year)
November, 2002

DATE
December 04, 2002

REPORTING CARRIER (railroad & region or division)
Union Pacific Railroad
1416 Dodge Street
Omaha, NE - 68179

Roseville Service Unit

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
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 = Electromechan
EP = Electropneumat
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 ☐ AB ☐ APB X TC	11/29/02	UP 6573	NONE	Wellington, UT
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (Specify)		KANSAS CITY REGION		

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

02 DEC -9 P2:59

On November 29, 2002, at 10:02 MST, in Wellington, UT, on the Green River Subdivision, eastbound CCSWE-25, on the main track, at mile post 613.50, reported that the eastbound signal at West Wellington cycled from flashing yellow to green with a westbound train entering the siding at East Wash .

ADMINISTRATION
FEDERAL RAILROAD

An investigation revealed that the point detector on the power switch a East Wash was failing intermittently as the westbound train passed over the reverse switch, causing the main track HD line circuit feeding west to pump. The existing circuitry at West Wash/East Wellington pole changed the HD circuit feeding west in response to this pumping action, resulting in a green aspect at West Wellington.

The circuits at west Wash/East Wellington were revised to prevent a reoccurrence of this failure. All applicable tests were performed.

Sacramento Mailed & Faxed 12-9-02