

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

REPORT FOR (month/year)

May, 2003

DATE

May 21, 2003

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, NE - 68179

**Salt Lake City 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

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 X AB <input type="checkbox"/> APB    TC	5/03/03	UP 4580	H2 mechanism	Wells, NV
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 May 10, 2003, at 14:40 CDT, in Wells, NV, on the Lakeside Subdivision, eastbound 1ZLTG1 10, on the #2 Track, at mile post 605.2, reported the eastbound signal at MP 605.2 displayed a green aspect with the next block east occupied.

An investigation revealed the H2 mechanism at the eastbound signal at MP 605.2 was stuck displaying a green aspect.

The H2 mechanism was replaced and all applicable tests were performed.

(If more space is required, continue on reverse)

KANSAS CITY REGION  
 MAY 27 AM 11:20  
 FEDERAL RAILROAD  
 ADMINISTRATION