

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

November, 2003

DATE

November 18, 2003

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, NE - 68179

**Los Angeles Service Unit**

MAIL TO

Director of Railroad Safety  
 Federal Railroad Administration  
 901 Locust Street  
 Kansas City, MO 64106

REPORTING OFFICER (signature/title)

Chief Engineer-Signals

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 AB    APB <input checked="" type="checkbox"/> TC	11/15/03	UP 3934	case wiring	Niland, CA
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS ATS    ATC    ACS				
4 OTHER (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On November 15, 2003, at 22:14 PST, in Niland, CA, on the Yuma Subdivision, eastbound MWCFW-13, on the main track, at MP 665.63, reported the eastbound absolute signal at CPSP665 (West Niland) was yellow over dark for a move into the siding.

An investigation revealed case wiring had deteriorated, which allowed false battery to keep the 84RAHPR relay energized.

The wire was replaced, and all applicable tests were performed.

(If more space is required, continue on reverse)

KANSAS REGION

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FEDERAL RAILROAD ADMINISTRATION

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