

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

March 1998

DATE

March 16, 1998

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
1416 Dodge Street  
Omaha, Nebraska

Roseville 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

MAR 11 1998

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<br>BLOCK SYSTEMS<br><input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC   | 3/7/98 | AMTRAK #6         | None               | Citrus Heights, CA       |
| 2<br>INTERLOCKING <input type="checkbox"/> AUTOMATIC<br><input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL |        |                   |                    |                          |
| 3<br>AUTOMATIC SYSTEMS<br><input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS        |        |                   |                    |                          |
| 4<br>OTHER (Specify)  |        |                   |                    |                          |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On March 7, 1998, at 1000 PST, on the Martinez Subdivision, at Citrus Heights, CA, eastbound AMTRAK #6, on the main track and was lined from 2 Tk to 1 Tk, observed the approach signal 2E to Citrus Heights at MP 99.4 green with the Home signal at Citrus Heights red over green.

An investigation revealed the pole change wires on the FYR at signal 99.4 were reversed causing incorrect polarity to the HPR relay.

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

(If more space is required, continue on reverse)