

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

FP 2003-3-1  
**REPORT FOR (month/year)**

OMB No. 04-R-0028

January, 2003

**DATE**

January 17, 2003

**REPORTING CARRIER (railroad & region or division)**

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, NE - 68179

**Little Rock 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 <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	1/14/03	UP 9252	NONE	Shreveport, LA
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 January 14, 2003, at 1342 CST, in Shreveport, LA, on the Reisor Subdivision, northbound MSHFW 14, on the main track, at mile post 315.80, reported the northbound signal at Hollywood, mile post 315.8 cleared when they had passed the signal, and were still in the block north of the signal.

An investigation revealed that at milepost 316.0 a pole fell and caused a short in the signal control wires, which false cleared northbound signal at Hollywood Jct, MP 315.8.

The pole line was repaired and all applicable tests were performed.

(If more space is required, continue on reverse)