

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

REPORT FOR (month/year)

August, 2003

DATE

August 6, 2003

REPORTING CARRIER (railroad & region or division)

Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, NE - 68179

**Tucson 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<br>BLOCK SYSTEMS<br>AB    APB <input checked="" type="checkbox"/> TC  | 08/02/03 | UP 4425           | none               | Tornillo, TX             |
| 2<br>INTERLOCKING <input type="checkbox"/> AUTOMATIC<br><input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL |          |                   |                    |                          |
| 3<br>AUTOMATIC SYSTEMS<br>ATS    ATC    ACS   |          |                   |                    |                          |
| 4<br>OTHER (Specify)  |          |                   |                    |                          |

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

On August 02, 2003, at 07:13 CDT, in Tornillo, TX, on the Valentine Subdivision, eastbound ILBNS 31, on the side track, at MP 792.5, reported the eastbound signal in the siding went green for several seconds before down grading to yellow, with a train ahead of him east of Tornillo.

An investigation revealed rodent damage to the circuit wiring caused a battery wire to intermittently false pick the EDR relay giving a green signal.

The damage was repaired and all applicable tests were performed.

(If more space is required, continue on reverse)

KANSAS CITY REGION  
 AUG 11 03:43  
 FEDERAL RAILROAD  
 ADMINISTRATION