

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

January, 2004

DATE

January 14, 2004

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

REPORTING OFFICER (signature/title)

Chief Engineer-Signals

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 = 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 BLOCK SYSTEMS AB APB <input checked="" type="checkbox"/> TC	01/07/04	UP 5012	none	Pedley, CA
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS ATS ATC ACS				
4 OTHER (Specify)				

KANSAS CITY REGION
 JAN 21 10:09
 FEDERAL RAILROAD ADMINISTRATION
 OFFICE OF SAFETY
 ALPHABETICALLY BY SIGNAL NUMBER

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On January 07, 2004, at 06:27 PST, in Pedley, CA, on the Los Angeles Subdivision, westbound ETULA 06, on track 2, at MP 48.80, reported the 2-west signal at C049 was yellow over green, with the next westbound signal C047 clear for movement into the pass track.

An investigation revealed a design error that allowed the bottom head at westbound signal C049 to be green with the switch at C047 lined for the pass track.

The design error was corrected, and all applicable tests were performed.

(If more space is required, continue on reverse)