

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)  
 February, 2003

DATE  
 March 4, 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

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 = Electromechanica
- 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	2/28/03	UP 9135	NONE	Fair Oaks, AR
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				

KANSAS CITY REGION  
 MAR 10 AIO 58  
 FEDERAL RAILROAD ADMINISTRATION

On February 28, 2003, at 1333 CST, in Fair Oaks, AR, on the Memphis Subdivision, westbound ZMNMQ 28, on the siding, at milepost 319.20, received a green westbound indication with no signal requested.

An investigation revealed a design error allowed a battery back feed with the red bulb burnt out.

The circuits were revised prevent a re-occurrence, and all applicable tests were performed.

(If more space is required, continue on reverse)