

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
 September, 2003

DATE
 October 2, 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

North Platte 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 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 AB APB X TC	09/24/03	UP 3205	None	Cheyenne, WY
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS ATS ATC X ACS				
4 OTHER (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On September 24, 2003, at 19:00 MDT, in Cheyenne, WY, on the Sidney Subdivision, westbound LCA53 24, on 3 track, at CP W508, at MP 508.4, reported a westbound red over lunar signal to proceed into the yard, and his cab signal went from a yellow to a flashing yellow when they entered the OS circuit.

An investigation revealed a circuit design error.

The circuit was corrected and all applicable tests were performed.

(If more space is required, continue on reverse)

KANSAS CIT

03 OCT -8 11:20

FEDERAL RAILROAD
 ADMINISTRATION