

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

Livonia Service Unit

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 = 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 <input checked="" type="checkbox"/> TC	01/08/04	UP 2016	none	Grosse Tete, LA
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS ATS ATC ACS				
4 OTHER (Specify)				
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN				

On January 08, 2004, at 13:05 CST, in Grosse Tete, LA, on the Livonia Subdivision, northbound LLL08 08, at MP 101.40, on the main line, was lined for the siding, and reported a red over yellow northbound absolute signal at L101 with the siding occupied.

An investigation revealed the H circuit was bridged not letting the G relay to drop out.

The bridge was removed, and all applicable tests were performed.

(If more space is required, continue on reverse)