

**TRANSMITTAL**

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NSN 7540-01 317-7368 8089-101 GENERAL SERVICES ADMINISTRATION

All railroads submit report, original or false proceed once 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.

REPORT FOR (railroad use only)

DATE: May, 2003

DATE: June 3, 2003

REPORTING CARRIER (railroad & region or division):  
 Union Pacific Railroad  
 1416 Dodge Street  
 Omaha, NE - 68179

REPORTING OFFICER (signature/initial):  
 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  
 RA = Remote automatic  
 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	6/02/03	UP 2313	None	Rawlins, WY
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTOMATIC <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**

On June 2, 2003, at 12:15 CDT, in Rawlins, WY, on the Laramie Subdivision, westbound IDUSE 31, on #1 track, reported the westbound approach signal to CP W678 at MP 673.3 was yellow, and the westbound absolute signal at W678 was not called for, and was red over yellow, then went to red over dark, while the switch lined normal.

An investigation revealed a signal gang, with track and time in the [redacted] was preparing circuits for a future cut over, and caused the westbound absolute signal at W678 to display other than stop.

All applicable tests were performed.

KANSAS CITY REGION  
 JUN -9 AIO JS  
 FEDERAL RAILROAD  
 ADMINISTRATION  
 DeBusk  
 4/17/03  
 FP03-8-6

(If more space is required, continue on reverse)