

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

4/95

FALSE PROCEED SIGNAL REPORT

DATE

5/2/95

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.

REPORTING CARRIER (railroad & region or division)

Kansas City Southern Railroad
4601 Blanchard Road
Shreveport, La. 71107

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO

Federal Railroad Admin.
Bank/No. Tex., Ste. 425
8701 Bedford-Euliss Rd.
Hurst, Tx. 76053

REPORTING OFFICER (signature/title)

Director of Signal Operations

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 cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failure should be included in item 1, Block Systems.

The following abbreviations may be used in the report.

- 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	4/13/95	Ext. Military	?	Vidor Tx.
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

On 4/13/95 an Extra Military Train was following a Union Pacific Spray Train on yellows south out of Mauriceville. The crew reported that they had to put the train in emergency just north of Vidor when they realized they were approaching the rear of the UP Spray Train. On 4/17/95 the Signal Supervisor, () received a report of a false proceed signal #7851 at Mile Post 758.26 as per attached letter. All applicable test were performed and the condition could not be reproduced. We were unable to get written statements from the train crew concerning the incident. Please find attached the following items, Drawing of the layout of the signals in the block, Statement from Signal Supervisor () concerning the report and follow up, Statement from Signal Maintainer () & Signal Inspector () concerning report and test results, Relay test form, and Meggar test forms for North Vidor and Signal 7581 & 75882.

FP95-5-11

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MAY - 9 1995

FT. WORTH, TX

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