

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

6/96

DATE

6/20/96

REPORTING CARRIER (railroad & region or division)

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

REPORTING OFFICER (signature/title)

Director of Signal Operations

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

MAIL TO

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

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.

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.

The following abbreviations may be used in the report.

A - Automatic	EM - Electromechanical
AB - Automatic block	EP - Electropneumatic
ACS - Automatic cab signal	FP - False proceed
APB - Absolute permissive block	MB - Manual block
ATC - Automatic train control	M - Mechanical
ATS - Automatic train stop	P - Pneumatic
CL - Color light	PL - Position light
CPL - Color position light	SA - Semiautomatic
E - Electric	TC - Traffic control

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 type="checkbox"/> TC				
2 INTERLOCKING <input checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	6/18/96	KCS 704	?	Texarkana, Ar.
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 6/18/96 an KCS 704 was traveling north at the KCS/Cotton Belt interlocker at approximately 10:45 hours in Texarkana, Ar. Engineer \_\_\_\_\_ reported to Signal Maintainer \_\_\_\_\_ that the signal at the interlocker was green and he found a handthrow switch north of the interlocker lined reverse. After investigation by Signal Supervisor \_\_\_\_\_ and Signal Maintainer \_\_\_\_\_ it was determined that the NWP circuit for the switches north of the interlocker were checking only the yellow aspect and not the green aspect. Immediately the changes were made for the NWP to check the green aspect. \_\_\_\_\_ and \_\_\_\_\_ made all required test and returned the interlocker to service.

*FRA 6-5-4*

(If more space is required, continue on reverse)