

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
07/00

DATE
07/24/2000

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

REPORTING CARRIER (railroad & region or division)

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

Midcontinent Division

REPORTING OFFICER (signature/title)

Signal Engineer

MAIL TO

Federal Railroad Admin.
Attn. Greg Likness
Bank/No. Tx., 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
- 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	07/24	KCS 6602	Pt. Det. Rod	Beaumont, TX.
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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

At 11:50 hrs on 07/24/00 Train #016423 North with engines KCS 6202 and KCS 729 with Engineer and Conductor with a consist of 48 Loads, 29 Empties, 6633 Tons and 4370 Feet, was traveling north bound at Mile Post 766, Neches River Bridge, where he reported receiving a Yellow aspect with the derail in the derailling position. The signals were immediately removed from service with the Control Operator until investigation could be made. Upon arrival at the location myself Signal Engineer, (), Signal Supervisor, (), and Signal Maintainer () investigated the report and was able to reproduce the reported failure. The first finding was that the point detector rod was broken where the threads, (for connection to the external rod) and the shoulder of the internal rod come together. The second finding was that the Lock Rod Arm (clips) were installed reverse therefore not insuring that the Lock Rod and Point Detector Rods were moving concurrently as described in the in General Railway Signal Pamphlet #1293 Rev. February 1987, page 45. The corrective action was to install the Lock Rod Arm (clips) properly and replace the broken Point Detector Rod. We have checked every affected switch machine on the KCS Property to insure that this condition doesn't exist anywhere else. *See attached*

(If more space is required, continue on reverse)