

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
06/01

DATE  
06/25/01

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

MAIL TO

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

REPORTING CARRIER (railroad & region or division)

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

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.

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	6/25/01	KCS 685	B1 Relay	Page, OK
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**

At 13:27hrs on 06/25/01, train #109824 North left the switch at North Page on signal indication traveling north. The dispatcher requested a follow up signal behind train #109824 for train 108224 to follow him north. At 13:37hrs on 06/25/01, train #108224 North with engines KCS685, KCS717, IMRL213, KCS2040 and KCS2034 with Engineer, and Conductor, , and a consist of 34 Loads, 47 Empties, 5548 Tons and 5192 Feet, arrived the north siding switch at Page, MP 353.9 with a Green over Red displayed for a north bound move. Train #108224 confirmed the location of train # 109824 and realized he was only by the first Signal north of Page at MP 351.8. Upon inspection by, Signal Engineer, ( ) Signal Supervisor, ( ) and Signal Supervisor, ( ) we were able to reproduce the failure. We discovered that the north bound Yellow Green Repeater (12YGPR) relay at the first intermediate north of Page at Mile Post 351.8 was failing to drop out causing a Code 4 (Electorcode) to be transmitted south to the North switch at Page. There was no visible evidence for why the relay was hanging up. It would remain up even when gently removed from the plugboard. The information on the defective relay is as follows; GRS B1, 300ohm, D.C Neutral, Drawing #56001-750 GR1, Serial #142277, Manufacturers inspection date is 5/14/53.

(If more space is required, continue on reverse)