

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

06/02

DATE

06/20/2002

REPORTING CARRIER (railroad & region or division)

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

Midcontinent Division

REPORTING OFFICER (signature/title)

Engineer of Signals

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

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 checked="" type="checkbox"/> TC	6/20/02	KCS 685		Monticello, 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 approximately 11:45hrs on 06/20/02, train #060819, (INSATLA), with Engineer, _____, and Conductor, _____, with a consist of 24 loads, 0 empties, 6233 tons and 5685 feet, with engines ATSF 0693 and BNSF 4885 was traveling westward on the main track at East Monticello, Mile Post 101.0 on the Greenville Subdivision, Transcontinental Division, where he recieved a clear (green) aspect to proceed westward. As the train approached West Monticello, Mile Post 102.4, the crew reported that the west bound main line signal was dark. Upon investigation of the report by Signal Inspector, _____, who also witnessed the dark signal, it was discovered that there was a back nut behind the EN battery strap that was loose. _____ had been wiring in a recorder at this location when he was notified to give up his track authority and clear for a train.

Please see attached Call Desk trouble ticket, and a Train report for the train affected.

(If more space is required, continue on reverse)

Closed KCSR Trouble Ticket 0620-10952,06/26/2002

	Kansas City Southern Lines Signal Trouble Report	Composed By: Dennis J Hamilton on 06/20/2002 at 02:14 PM
		

Status of this Ticket -> Closed

Ticket Number:	0620-10952	Subdivision:	Greenville
Contact:	Dennis J Hamilton	Division:	Transcontinental

Supervisor:	Kyle Brewer	Reference Code:	(16) Loose Connection
DOT Number ->		Law Enforcement Number:	
Location/Street/Road/Highway:	W. Monticello	Mile Post:	102.44
County/Parish:	Camp	City & State:	Leesburg, Tx

Maintainer Job:	837	Maintainer Headquarters:	Winnsboro, Tx.
Assigned Maintainer Name:	Matt Kelly	Maintainer Home Phone:	
Maintainer Pager:		Maintainer Cell Phone:	

Initial Report Date:	06/20/2002	Call Date:	06/20/2002	Maintainer On-Site Date:		Repair Date:	06/20/2002
Initial Report Time:	12:00 PM	Call Time:	01:00 PM	Maintainer On-Site Time:		Repair Time:	02:15 PM

Placed Order on Crossing:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Notified Law Enforcement:	<input type="radio"/> Yes <input checked="" type="radio"/> No
Maintainer Notified:	<input checked="" type="radio"/> Yes <input type="radio"/> No		

Type Report:

<input type="radio"/> Signal Report	<input type="radio"/> HBD Report	<input type="radio"/> Communication	<input type="radio"/> Transportation	<input checked="" type="radio"/> 3rd Party
<input type="radio"/> Flasher Report	<input type="radio"/> Bridge Movements	<input type="radio"/> M of W	<input type="radio"/> Weather	<input type="radio"/> Other

Trouble Reported:	Dark signal west bound
Cause of Trouble:	EN batt. connection loose.
Corrective Action Taken:	tightened connection
Comment Log:	Inspector, , had been wiring in a recorder at this location when he was notified to give up his track authority and clear for a train. He witnessed the dark signal and after train passage found that the back nut behind the EN battery strap was loose.