OMB NO. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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 calender 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

REPORT FOR *(month/year)*
11/95

DATE
11/8/95

REPORTING CARRIER *(railroad & region or division)*

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

Second Subdivision

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 ☐ AB ☐ APB ☒ TC	11/8/95	746	?	Noel Mo.
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

At 23:03 hrs on 11/8/95 Northbound Extra Train 0006 of the 7th reported going by Signal #2046 (Approach Signal to South Noel) with a clear indication and arrived at South Noel with a red absolute signal. The train got by the absolute signal but was able to stop before any futher incident. Please review attached statement from Signal Supervisor for more information from testing and from crew interviews. Also find attached a consist report and a train report from dispatchers office.

(If more space is required, continue on reverse)

THE KANSAS CITY SOUTHERN RAILWAY
403 WEST FIRST STREET
HEAVENER, OK. 74937

SIGNAL SUPERVISOR

11/20/95

DIRECTOR OF SIGNALS
KCS RAILWAY

DEAR ,

On 11/08/95 we had a (reported) false clear signal at the north bound approach signal to South Noel. The signal in question is #2046. It was reported that #6's train had a green approach signal to South Noel and had a red absolute signal at South Noel. The helper engines were setting on the main line between the switches at Noel all of this time. #6 should have gotten no better than a yellow signal at signal #2046. This was reported to have happened at 23:03hrs.

The report was investigated by signal maintainer and myself. We were unable to reproduce the reported conditions. Also nothing was found that would contribute to the reported occurrence, such as grounds or relays out of spect. We did find that at a place about a mile north of signal #2046 were a street light could possibly be mistaken for a green signal off in the far distance. This light might very well be mistaken for a signal far in the distance if someone was not alert and was not sure of his location.

While latter talking to the engineer, I asked him about this possibility, but he did not think so. The brakeman, told me that he did not see the aspect of the approach signal which leads me to believe that the crew was not calling signals that night.