DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB NO. 04-R-4028

FALSE PROCEED SIGNAL REPORT

REPORT FOR *(month/year)*: 1/96

DATE: 1/10/96

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

REPORTING CARRIER *(railroad & region or division)*

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

MAIL TO

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

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	1/3/96	KCS 621	?	Converse, La.
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

At 17:00hrs on 1/3/96 an Extra 621 North the MPASH1 with Engineer Ed Williams, Conductor , Brakeman Trainee ; & Road Foreman of Engines ., was traveling north on the main line at Mile Post 611.50 South Converse and received a clear signal indication. Upon arriving at north Converse Mile Post 609.64 they realized there was a dark north bound signal. When the train was stopped the Brakeman Trainee stepped out of the cab and looked back south and could see the south bound main line signal and reported it to be clear. The other crew members stepped out to look at the signal and didn't see the signal clear, the brakeman said that it must have went out. has approximately 8 weeks service with the KCS RailRoad. Signal Supervisor, ( ) and Signal Maintainer ( ) performed all applicable test and the condition could not be reproduced. The following evening (Signal Maintainer) went to the site again on 1/4/96 around the same time of the incident and found that there was a green porch light in the background of the signal at a house near the track, (See Picture Attached) that could have possibly been mistaken for a green signal. The Signal Maintainer talked to the home owner, explained the situation and got him to change the light bulb to a regular white light. Please find attached a picture of the location, the test records and statements from the Signalmen performing the test, and a train report including consist.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

FP 96-5-1

GPO 929-925