OMB NO. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR *(month/year)*: 2/97

DATE: 3/3/97

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. 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

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 functio 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	2/20/97	UP3589	N/A	Mauriceville, TX
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

At 11:30hrs on 2/20/97 Extra UP3589 North the AGLI with Engineer , Conductor , was traveling north on the main line at Mile Post 752.88 and received a clear signal at Signal #7522 the north bound approach to South Mauriceville. Upon arriving at South Mauriceville Mile Post 750.1 they received a Red Over Lunar signal which is a normal head in move into the siding. Signal Maintainer (.) and Signalman ( ) performed all applicable test and found and corrected the problem. Signal Supervisor (.) was en route and verified testing and results with .

On 2/19/97 and combined a spilt battery system (LB10 & RB10) at control point South Mauriceville, TX. During a previous wiring change an old circuit had been left in, which referenced B10 to the Code 4 output (Green output) on the south Electrocode IIC unit. This caused the approach signal (7522) to display a Green aspect. Proper testing was not performed after disarrangement of LB10 and RB10. A formal investigation is scheduled concerning this matter.

Attached are the statements of findings from and

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

GPO 929-925