

FP 98-03-02

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 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 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

REPORT FOR (month/year)

1/98

DATE

1/15/98

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 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 - Electro pneumatic
- 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	1/11/98	NS 314 A7	AO4XTR	Meridian, MS
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 02:30 hrs on 1/11/98 Norfolk Southern's NS 314 A7 was traveling north on the NS North Bound main at Meridian, MS and reported they received a YELLOW aspect at signal 04, when they reached the crossover they realized that #6 Switch was lined against their move.

Please see attached memo from Signal Supervisor, \_\_\_\_\_ for the details of investigation, the problem found and the preventive action taken. Also attached is a track diagram of this location.

OPTIONAL FORM 99 (7-90)

**FAX TRANSMITTAL**

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To <i>Brady</i>	From
Dept./Agency	Phone #
Fax # <i>In the mail</i>	Fax

NSN 7540-01-317-7068

5099-101

GENERAL SERVICES ADMINISTRATION

(If more space is required, continue on reverse)