

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

04/99

DATE

04/15/99

REPORTING CARRIER (railroad & region or division)

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

Gulf Division

REPORTING OFFICER (signature/title)

Signal Engineer

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.
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
- 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	04/15	BN 6307	Wiring	Mulberry, MO
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 17:20 hrs on 04/15/98 Train #076214 North with engine BN6307 with Engineer _____ Conductor _____ with a consist of 0 Loads, 79 Empties, 2471 Tons and 4854 Feet, was traveling north bound at Mile Post 116, North Mulberry where he recieved a GREEN signal. This is the approach to the KCS/BN Interlocker, Mile Post 114.6 at Arcadia, KS. Upon arrival at the interlocker they had a red signal and shortly after a BN train pull through the interlocker. Signal Supervisor, (_____), Signal Maintainer (_____) and Signal Inspector (_____) investigated the report and was able to reproduce the reported failure. Please find attached statement of findings by Signal Supervisor and a train report for the reporting train.

(If more space is required, continue on reverse) *

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To:

cc:

Subject: FALSE CLEAR REPORT 04/15/99- NORTH MULBERRY, MO.

At about 17:30 hrs. on 04/15/99 I was notified by the Signal Desk that a north bound train had reported receiving a Clear northbound signal at North Mulberry; which is the northbound approach signal to the KCS/ BN interlocking at Arcadia, Ks. When the train got to where it could see the color of the Interlocking Home Signal; it was Red. The KCS train also reported that it was only a very short time before a BN train went across in front of them.

The Signal Desk contacted the BN to have their personell to check the interlocking tapes as the interlocking is their maintainence.

I contacted our signal maintainer to go check on our Approach Signal to verify that it would be no better than Yellow when the Home Signal was Red. While I was still in route to North Mulberry, contacted me by cell phone and informed me that the Approach Signal would come up Clear (Green) with the Interlocking Home Signal at Red. I confirmed that we would not have any other KCS train moves that would be affected by this condition and instructed to remain there and wait untill I arrived.

When I arrived, I confirmed observations and we began to investigate the system. In our test we were able to determine that the 44YGPR Relay in the KCS case at the interlocking was being held up by stray battery. This relay repeats the Yellow and Green Aspects of the Northbound Home Signal at the interlocking. It also determines the codes to be transmitted to the Northbound Approach Signal. It was determined that there was no grounds on the circuit, but there was stray positive battery. Through further investigation, it was detrmind that a rodent had chewed into one of two four conductor unshielded cables used between the junction box at the bottom of the Home Signal pole and the SA signal head at the top. There were no signs of the rodents in the junction box or the signal head, but they had gotten into the pole itself from the opening at the bottom of the sider type foundation and chewed through the insulation of the cable that contained the B10 and the 44YGPR wires. They also chewed some of the actual wire strands and frayed them enough that there were strands of one conductor touching the other and introducing the B10 battery onto the YGPR wire all of the time.

We replaced the cables in the pole and made follow up tests. We sealed the foundation bottom and base openings.

Signal Supv. - Heavener, Ok.