

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

12/01

DATE

12/02/2001

REPORTING CARRIER (railroad & region or division)

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

Midcontinent Division

REPORTING OFFICER (signature/title)

Engineer of Signals

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

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	12/2/01	KCS 685	Vandalism	Jaudon, MO.
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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 14:21hrs on 12/02/01, train #RUN8, (IFG Local), with Engineer, _____ and Conductor, _____, with a consist of 0 loads, 20 empties, 800 tons and 2169 feet was in the siding at the South siding switch at Jaudon waiting on a meet with train #000230, (KCSH North), with Engineer, _____ and Conductor, _____ and a consist of 21 loads, 15 empties, 2813 tons and 2281 feet. RUN8 was aware of the meet and was told that the north bound train #000230 was lined north up the main line by the siding switch. The crew on RUN8 notified the signal desk that the trailing signal out of the siding was displaying a Lunar, (Restricted Signal). This location is not capable of displaying a Lunar. Upon investigation of the report by Signal Maintainer, (_____) it was discovered that the SA mechanism had been vandalized, shot by a rifle which knocked out the red lens but didn't break the bulb.

(If more space is required, continue on reverse)