

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
05/02

DATE
05/27/2002

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

REPORTING CARRIER (railroad & region or division)

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

Midcontinent Division

MAIL TO

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

REPORTING OFFICER (signature/title),

Engineer of Signals

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	5/27/02	KCS 685	Vandalism	Watts, OK.
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 approximately 23:25hrs on 05/27/02, train 108227, (#82), with Engineer, _____ and Conductor, _____ with a consist of 51 loads, 17 empties, 6532 tons and 4251 feet, with engines KCS4509, KCS 669 and BNSF 9873 was traveling north bound on the main track at North Watts, Mile Post 234.30 on the Heavener Subdivision, Mid Continent Division. As the train approached North Watts the crew reported that the north bound main line signal and the trailing signal out of the siding were both displaying a clear (green). Upon investigation of the report by Signal Supervisor, _____ it was discovered that the SA mechanism in the trailing siding signal had been vandalized, shot by a rifle, which caused debris to hang the mechanism in a position to cause it to display a green.

Please see attached Call Desk trouble ticket, a statement of facts from _____ a Train report and a Station report for North Watts.

(If more space is required, continue on reverse)