

**TOM. MASH
S&TC**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

February 1995

DATE

February 27, 1995

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Lake

REPORTING OFFICER (signature/title)

General Manager - S&E
Communications & Signal Dept.

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.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, GA. 30309

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 failures 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 type="checkbox"/> TC				
² INTERLOCKING <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	02/12/95	4144	signal	Chicago, IL
³ AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
⁴ OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 5:30 PM, Train No. LC29, Engineer _____, Conductor _____ was prepared to head off the Pullman Branch eastbound through Pullman Junction. Signal 16RF was the governing signal for this move, and the crew reported they observed it displaying **slow approach (yellow over red for this dwarf signal)**. The engineer proceeded on this signal indication into the plant at Pullman Junction, but stopped the move when he and the conductor observed that power switches were lined against the move. The move was stopped short of any switch. After reporting the incident to the operator at Cummings, the train received permission to make a reverse movement back on the Pullman Branch to where they cleared the "OS". The operator had stated that he had never lined the signal for LC29's move. Once they cleared the "OS", the crew still observed the same signal aspect displayed on 16RF. They got off the engine and shaded the signal and observed that the signal was displaying **stop (a single red)**.

Signal personnel were called to investigate. On arrival, the signal was properly displaying a **stop** indication, however the sun had begun to set and was not affecting the signal. Other operational tests were performed with no exceptions taken. The signal was taken out of service until the phantom signal situation could be investigated with proper sunlight conditions.

The following day a complete locking test was performed at Pullman Junction along with ground tests and applicable meggering and relay tests. Again, no exceptions were found. With sunny conditions available, sight tests were performed between 5:00 PM and 6:00 PM and the presence of a phantom aspect was confirmed. 16RF is a 2 position colorlight dwarf signal designed to display a **stop** or a **restricting** aspect (yellow on top, red on bottom). The sun was shining directly into the signal and made it appear to display **yellow over red** when only the red unit was energized. It took the installation of three (3) phankill devices to remove the phantom aspect. The signal was returned to service in that condition.

Faxed to Rey. 4, MARCH 23, 1995.
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