

Region 6
T. McFadden
9/29/95

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
September 1995

DATE
September 25, 1995

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

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation
Division - Illinois

REPORTING OFFICER (signature/title)

General Manager - S&E
Communications & Signal Dept.

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 checked="" type="checkbox"/> ATC	9/18/95	unknown	signal	Maxwell, MO
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				<div style="border: 1px solid black; padding: 5px; text-align: center;"> DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION RECEIVED SEP 28 1995 ATLANTA, GEORGIA </div>
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 7:40 AM, westbound SP Train CHRBM was in the BN siding east of Maxwell Control Point as eastbound BN Train 154 cleared them on the BN main track. Train CHRBM got a diverging approach indication on the leaving signal at the BN siding, and at the same time called out stop indication which they saw on the next signal, the 48L signal at NS Control Point Maxwell. The 48L signal was about 1300' ahead of the train as it started to move out of the BN siding. The SP engineer stopped his train at a point about 780' from 48L signal to let vehicular traffic pass on highway crossing. At that location, the crew reported seeing 48L display red over yellow, diverging approach, and so the engineer started to move again toward Maxwell. When the train got within about six (6) car lengths from signal 48L, they noticed it was then red over red, stop. The engineer was able to stop the train with only one truck of the lead engine past the 48L signal. The NS dispatcher had not lined a route for Train CHRBM, and this fact was verified later by reading data loggers.

Signal personnel were called to investigate and after making appropriate operational and FRA tests, were unable to duplicate the incident or find any problem with the signal system. A phantom signal was suspected and confirmed four days later under similar sunlight conditions. It seems that the rising sun was reflected partly by some aluminum signal cases on the north side of the track, and that contributed to the phantom. A 10° deflecting lens on the 48LB head was removed to lessen the chance of the phantom signal. The signal was realigned to account for the track curvature. The 48L signal was also changed from approach to continuously lit due to the fact that a phantom has been seen on it, and a dark signal is more susceptible to a phantom aspect.