

T. MASKE  
S+TC  
GVH  
9/29/96

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 04-H-4678

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

September 1996

DATE

September 16, 1996

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation  
Division - Lake

REPORTING OFFICER (signature/title)

Chief Engineer - Western Region  
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 checked="" type="checkbox"/> TC <input type="checkbox"/> AUTO-MATIC	9/13/96	1639	signal	Clemer, IN
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RECEIVED  
SEP 20 1996  
ATLANTA, GEORGIA

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Train No. 144, Engineer and Conductor , was traveling westbound and had been informed that they were to meet eastbound Train No. 206 at Clemer. At approximately 8:07 AM Train No. 144 called westward signal B-417.9 approach diverging. Approximately two minutes later Train No. 206 called eastward signal B-423.5 approach diverging at which time the two trains communicated by radio that something was wrong. At 8:10 Train No. 144 called an approach for the westward signal at East End Clemer, which was the correct signal since they were lined to take and hold the main track. Train No. 144 should have seen an approach at B-417.9 with a westward approach displayed at the East End Clemer. A route had been lined for Train No. 206 to take the siding so the B-423.5 signal was correctly displaying approach diverging. TC logs at Ft. Wayne verified these routes were set up for the meet.

Signal personnel were called to investigate and were unable to duplicate the incident as reported. All appropriate tests and inspections were made with no exceptions taken. Numerous attempts to duplicate the problem were made with nothing out of the ordinary seen. The B-417.9 colorlight signal has a three position head on top and a single green head that is lit only for the yellow over green approach diverging indication. That bottom head was observed to be dark as intended unless a route was lined westward into the Clemer siding. A phantom aspect was then suspected but would have to be checked under the sunlight conditions encountered by Train No. 144.

The next morning, right after 8:00 AM, the same crew and engine were used to check for a phantom aspect. During the recreation, two separate occurrences of a phantom signal were observed. At MP 417.2 a faint green could be seen that was found to be caused by reflection off the aluminum colored mast between the two signal heads. At MP B-417.7 the signal looked proper - yellow over dark. About 200 feet from the B-417.9 signal sunlight was seen to be reflecting through the bottom green lens. The problems were corrected by painting the part of the mast between the heads flat black and by using an extended hood on the bottom head.