

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

DATE  9-22-03

MAIL TO

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REPORTING CARRIER (railroad & region or division)

Terminal Railroad Association of St. Louis

1201 McKinley Ave.  
Venice, IL 62090

REPORTING OFFICER (signature/title)

, Mgr. Signals & Comm.

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 System

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	EM	-Electromechanical
AB	-Automatic block	EP	-Electropneumatic
ACS	-Automatic cab signal	FP	-False proceed
APB	-Absolute permissive block	MP	-Manual block
ATC	-Automatic train control	M	-Mechanical
ATS	-Automatic train stop	P	-Pneumatic
CL	-Color light	PL	-Position light
CPL	-Color position light	SA	-Semiautomatic
E	-Electric	TC	-Traffic Control

TYPE OF SYSTEM	DATE	LOCOMOTIVE OR TRAIN 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 XX <input type="checkbox"/> <input type="checkbox"/> AUTO MATIC	9-17-2003	NS "115D817"	Interlocking Signal # 54	"SH" Interlocking Venice, 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 11:18 am, September 17, 2003, interlocking signal #54 displayed a less restrictive signal than intended for movement of Norfolk Southern (NS) train "115D817". "115D817" was following Gateway Eastern (GWE) train "GWE17" southward on the Northbound Main track between "SH" Interlocking and "CP" Junction Interlocking. At 11:24 am, NS train "115D817" reported the GWE train ahead in the same block and the improper signal indication observed on interlocking signal #54. The NS train "115D817" was able to stop short of the "GWE17" train without incident.

Signal #54 was taken out of service immediately by the TRRA Merchants Dispatcher. Investigation of incident by signal department revealed that signal #54 had displayed an "Approach", Rule 285B (yellow over red) for the following movement of the NS "115D817". The correct signal aspect should have been "Restricting", Rule 290B (red over yellow).

The cause of failure was determined to be an error in the signal control circuit design that was not detected during in-service testing. Immediate corrective action taken was to disable the "following stick relay" (58FSR) which would normally allow a restricting signal only for a following train movement into an occupied block. Signal #54 was then retested and restored to service at 1:00 pm on same date. The following stick circuit will remain disabled until the signal control circuit is modified and retested.

(If more space is required continue on reverse)

FRA F6180-14