

PHANTOM

OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

March 1995 (2)

DATE March 21, 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)

The Atchison Topeka
and Santa Fe Railway
Company

MAIL TO

Director of Railroad Safety
Federal Railroad Administration
1807 Federal Building
911 Walnut Street
Kansas City, Missouri 64106

REPORTING OFFICER (signature/title)

Director Signal Systems

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	EM—Electromechanical
AB—Automatic block	EP—Electropneumatic
ACS—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—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 NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	03-14-95	5156	None	Bandini, CA
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)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Approximately 8:45AM, March 14, 1995, crew on the M-BAL1-12 reported their train was sitting on North track waiting for Eastbound train that was crossing over from North track to South track and observed the Westbound control signal (4L) was changing from red to yellow and red to white, while the Eastbound train was passing under the signal bridge where the (4L) signal is mounted. Signal Department was notified and made inspection and operational test of signal system in question. All signal test concluded signal system operating properly. The signal supervisor interviewed the conductor on the M-BAL1-13 train, conductor stated the signal aspects appeared to be more like a reflection or phantom signal condition than a true signal aspect. As a temporary preventative measure the clear outer signal lenses were removed from both Westbound signals until non-reflective outer lenses are received from the supplier. This is being reported as a phantom signal incident.

(If more space is required, continue on reverse)

FALSE PROCEED INCIDENT INFORMATION

1. Date of Incident: March 14, 1995
2. Time of Incident: Approximately 8:45AM
3. Location: MP 149.8 (Bandini) San Bernardino Subdivision
4. Number of Trains Each Day: 75
5. Train & Engine Number: M-BALA1-13 - Engine 5156
- 5A. Type of Train (PSGR or FRT): Freight
6. Direction: Westbound
7. If Freight Train, number of cars 33
8. How Many Tons: 1751
9. How Many Loads and Empties: 17 loads - 16 empties
10. Hazardous Material: Yes
11. Type and Number of Haz. Mat. Cars: 1 load - poisonous
12. Signal Number: 4L
13. Device That Failed: Possible phantom signal condition.
14. When Last Inspected: February 10, 1995
15. Who Responded And Conducted Test: T. Velasquez-D. Cockrell-S. Strode
16. Carrier Action Taken: Tested signal system - removed outer clear lens to eliminate potential phantom condition. Will install non-reflective outer lens when received from supplier.
17. Equipment Installed Date: January 1970
18. Equipment Last Tested: February 10, 1995
19. Type of System: CTC
20. Method of Operation: Dispatcher control
21. Maximum Time Table Speed: 79 MPH