

# PHANTOM

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

## FALSE PROCEED SIGNAL REPORT

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 fifteen days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" need not be filed.

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

Director of Railroad Safety  
Federal Railroad Administration  
1100 Main Street  
Kansas City, MO 64105

REPORT FOR (month/year)  
July 1995

DATE  
July 17, 1995

REPORTING CARRIER (railroad & region or division)  
  
The Atchison Topeka  
and Santa Fe Railway  
Company

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. Eg.: 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)
<b>1 BLOCK SYSTEMS</b> <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	07-07-95	608W	None	Argentine, Kansas
<b>2 INTERLOCKING</b> <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> MANUAL				
<b>3 AUTOMATIC SYSTEMS</b> <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<b>4 OTH</b> (Specify)				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

At approximately 9:53 AM, July 7, 1995, crew on H-SRBA1-07 reported their train sitting on 2 track waiting for an Eastbound train that was crossing over from 2 track to 1 track. Crew observed the 4W control signal flash between R/R and Y/Y while the Eastbound train was passing under signal. Signal Department was notified and made inspection and operational test of the system in question. All signal tests concluded signal system was operating properly. Subsequent investigation revealed that the signal aspects looked like a reflection or phantom aspect. Special signal hoods are being installed on the bottom side of these signals. This is being reported as a phantom signal incident.

FALSE PROCEED INCIDENT INFORMATION

1. Date of incident: 07 - 07 - 95
2. Time of incident: Approximately 9:53 AM
3. Location: 12th Street, Emporia Subdivision
4. Number of trains each day: 50
5. Train and engine number: H - SRBA1 - 07 Engine 608W
- 5a. Type of train: Freight
6. Direction: Westbound
7. If Freight Train, number of cars: 49
8. How many tons: 3493
9. How many loads and empties: Loads 22 Empties 27
10. Hazardous material: Yes
11. Type and number of hazardous material cars: 5 cars flammable and corrosive residue
12. Signal number: 4W
13. Device that failed: Possible phantom signal condition.
14. When last inspected: 03 - 03 - 95
15. Who responded and conducted test:
16. Carrier action taken: Tested signal system - installing special hoods on the bottom side of signal to eliminate potential phantom condition.
17. Equipment installed date: 09 - 17 - 91
18. Equipment last tested: 06 - 14 - 94
19. Type of system: CTC
20. Method of operation: Dispatcher control
21. Maximum Time Table speed: 45 mph