

CAB SIGNAL FAILURE CHECKLIST - VERSION 0.4 (9/08)
Simplified and Expanded - Not Original NORAC Wording
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Cab signals have failed when:

1. Cabs drop but no audible.
2. The audible indicator continues to sound no matter what you do.
3. The cab signal fails to conform at 2 fixed signal locations in succession.
4. Damage or fault occurs to any part of the cab signal apparatus.
5. When approaching a fixed signal displaying Approach or more favorable aspect in 562 territory, cabs display Restricting and fail to conform after passing the fixed signal.
6. When approaching a fixed signal displaying Slow Clear, Slow Approach, Stop and Proceed, Restricting, or Stop Signal (i.e., Slow Speed signals and stops), and the cab signal displays an aspect more favorable than Approach.

EXCEPTION: This procedure does not apply when the fixed signal being approached is imperfectly displayed.

Your cabs failed. Are you in regular CSS territory or 562 (no fixed signals) territory?

- 1) Regular: Rule 554:
- a) Immediately reduce to **40mph** or less (depending on MAS)
 - b) **Do not pass Restricting or S&P without Dspr permission**
 - c) Cabs are inop for the rest of trip, and until repaired and tested
 - d) Tell Cndr and Dspr, and request rule 556

If Dspr gives you 556, then

- a) Do not exceed **79mph**
- b) **Do not pass Restricting or S&P without Dspr permission**

- 2) 562: Rule 562:

<i>IF THE SIGNAL PORTION HAS FAILED</i>	<i>IF SIGNAL PORTION OK, BUT SPEED CONTROL OR ATS IS BAD</i>
a) Go to Restricted Speed . If you enter 562 terr. with failed cabs, Cndrs, remind Engr of this rule.	a) Go to 40mph or less.
b) Cabs are inop for the rest of trip, and until repaired and tested	
c) Tell Cndr and Dspr: Request Clear To Next Interlocking displayed.	

THEN Dspr replies to your request with CLEAR TO NEXT INTERLOCKING:

If Dspr says that Clear To Next Interlocking will be shown, rule 280a:

- a) Operate by fixed (interlocking) signals and cabs if they still work
- b) Do not exceed **79mph**.
- c) **Approach home signals prepared to stop, as they may be Stop Signals.**

OR, IF NOT, RULE 563:

If Dspr cannot show you Clear To Next Interlocking signals, he/she gives Form D line 13 authorization to operate according to rule 563, which is similar to DCS rules. THEN,

- a) Operate by fixed (interlocking) signals and cabs if they still work
- b) Do not exceed **70mph**.
- c) **Approach home signals prepared to stop, as they may be Stop Signals.**
- d) **Approach non-interlocked, facing point SWs prepared to stop and make sure they are properly lined for movement**
- e) **Make sure gates in Xings are down, or warning devices working for 20 sec, unless Form D, line 13 said something else.**

ALSO, DELAY IN BLOCK:

In 562 territory with cab signal failure, the delay in block rule (504a and b) applies:

- a) If delayed for other than station stop, proceed at **Restricted Speed** until:
 1. The next signal is seen to display a proceed indication, AND
 2. The track is known to be clear to the next signal.
- b) If you pass a distant signal (at the previous interlocking) and make a station stop or do <10mph, then:
 1. **Approach the next home signal prepared to stop,** AND
 2. Not exceed **40mph**, unless governed by a slower speed. You may resume the speed authorized by that distant signal when the home signal is seen to display a

proceed indication.

ALSO, CALL SIGNALS:

Since you no longer have cab signals in service, in territory of speeds >30mph, do not forget rule 94(b):

1. When a fixed signal shows App, MedApp, SlowApp, Restr, or Stop & Proceed (i.e., Approach of less), call the name, location of the signal and track number to qualified employee.
2. Qualified employees repeats info. If not, ask why at next station.
3. If you fail to properly control movement, qualified employee must communicate with you or stop the train.
4. Call the next signal when more favorable.

DO NOT forget the new SI about the conductor riding in the head end in 562 territory (NJT only).