

Reg. 4
T. MASKE
8/16/95
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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

July 1995

DATE

August 8, 1995

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division -

REPORTING OFFICER (signature/title)

General Manager - S&E
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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 approximately 4:00 PM, Train No. 308, Engineer _____, Conductor _____ received and took a **diverging clear** indication on the eastward signal from the Ft. Wayne District to the Chicago District at the West End Spriggsboro. Their route was lined onto the Chicago District Main Track and in the same plant into the siding. The crew had a **stop** indication on the eastward signal at the east end of the siding. The train was stopped before passing the **stop** signal, and the crew reported the improper signal they had received at the West End Spriggsboro. Signals at Spriggsboro were kept in **stop** position for train movements until the signal system could be verified.

Signal personnel investigated, and found that with the mainline eastward signal cleared at the East End Spriggsboro, the eastward signal off the Ft. Wayne District would display **diverging clear** instead of the correct **diverging approach** on a route lined into the siding. The "D" relay for this signal was energized by circuitry for an alternate route.

Signal changes installed earlier in the year had a design error that was not found during cut-in tests on this untypical line-up of signals. The design error was corrected and the interlocking was completely tested before being returned to service.