Reg 4
T. Maske
GVH 3-18-98

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
March 1998

DATE
March 13, 1998

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)
Norfolk Southern Corporation
Division - Illinois

MAIL TO
Federal Railroad Administration
16th Floor - Suite 16T20
100 Alabama Street, SW
Atlanta, GA 30303-3104

REPORTING OFFICER (signature/title)
Chief Engineer - Western Region
Communications & Signal Dept.

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 ☐ AB ☐ APB ☒ TC	3/10/98	UP 2961	poleline	Sidney, IL
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RECEIVED
MAR 18 1998
ATLANTA, GEORGIA

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 8:55 PM, westbound Train No. 71 with Engineer and Conductor reported the distant signal to East Sidney, 325.8, displayed **advance approach** and the East Sidney home signal displayed **stop**. The 325.8 signal should have displayed **approach** because East Sidney had not been lined for No. 71's move due to Train No. 409 working between the switches at Sidney.

Signal personnel called to investigate confirmed the **advance approach** aspect into a **stop**. This was caused by false energy on the 3258BH relay that controlled the bottom yellow. The false energy was the result of a line wrap between the 3258 BH wire and the 32695 TP wire at milepost D-327.1. Though the two line wires were tight and tied-in, we suspect the 50 MPH+ wind gusts on the previous day had blown something into the line resulting in the wrap. The wrap was removed, the signal system verified to be working as intended, and signals were returned to service at 12:45 AM, 3/11.

To keep this from recurring, the advance **approach aspect** has been eliminated on this signal. Instead of getting an **advance approach** when East Sidney is **approach**, signal 325.8 will repeat the yellow at East Sidney. This is a temporary fix since the poleline is to be eliminated and aspects will change in conjunction with a new NS/UP connecting track to be installed here in the near future.

FORM FRA F 6180-14 (6-72)