

T. Maske
S & C

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

March 1998

GVI4

4/13/98

FALSE PROCEED SIGNAL REPORT

DATE

March 30, 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
- 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 checked="" type="checkbox"/> TC	3/16/98	8945-6678	poeline	Clymers, IN
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 3:45 PM, Train No. 183 with Engineer _____ and Conductor _____, running westbound, reported receiving a clear signal at the East End Clymers and then a stop signal at the West End Clymers. Being in radio contact with opposing Train D93 west of Clymers, they were aware of the false signal and were able to stop before passing the stop signal.

Signal personnel were called to investigate and found from TC loggers that there was indication of a westward signal lined at West End Clymers, not requested by the dispatcher, at the time that Train 183 saw the clear at East End Clymers. In the field, the same scenario was set up and proved that a westward clear was displayed at East End Clymers while a stop was displayed at West End Clymers. The cause was a falsely energized 500 ohm relay (LAYGP) at West End Clymers which resulted in the improper pole change back to East End Clymers. The relay was falsely energized by three volts caused by two separate line wraps in two different spans within the plant at West End Clymers. The LAYGP also tumbled down the eastward signals on Train D93 and gave the false indication of a westward signal at West End Clymers.

The wraps were corrected and the system retested to verify proper operation. The line wires involved were properly slacked and tied in. It was suspected, but never proved, that a truck had hit a pole and caused at least one of the wraps. High winds in this area on previous days were suspected of causing the first wrap. Neither wrap on its own would have caused this problem.