

NO INVESTIGATION.

OMB No. 04-R-1028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

June 1998

DATE

June 26, 1998

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Piedmont

REPORTING OFFICER (signature/title)

Chief Engineer - Eastern
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 Administration
16th Floor - Suite 16T20
100 Alabama Street, SW
Atlanta, GA 30303-3104

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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	6/24/98	CR 6116	vandalism	Westminster, SC
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 8:15 AM, Train No. 266, Conductor _____, was northbound on Track #1 when the crew observed the signal on Track #2, signal 532.2, displaying what appeared to be an approach diverging, yellow over green. Since they had a clear signal on their track, they knew they were lined onto single track at Jason, and the signal on Track #2 should not have been better than approach. They reported this as a false proceed to the dispatcher.

Signal personnel were called to investigate and found that the door was open for only the green aspect in the bottom color light unit. Sunlight was shining through the lens on this signal that was facing almost due west due to the track alignment at this point. Compounding the incident was the fact that the bottom red which should have been lit was burned out. Had the bottom red been lit, this would have been an improper signal.

The screw-lock that secured the signal doors had been removed, apparently by an outsider. The signal was secured with a padlock to prevent recurrence.