

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

September 2000

DATE

September 13, 2000

REPORTING CARRIER

Norfolk Southern Corporation

Division: Alabama

REPORTING OFFICER

Chief Engineer - Western Region
Communications & Signal Department

MAIL TO

Mr. Michael Woods
Federal Railroad Administration
16th Floor - Suite 16T20
100 Alabama Street, SW
Atlanta, GA 30303-3104

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	09/07/2000	KCS6629	Wire	McConnell, AL
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 11:34 a.m. CST, Train 339A7, Engineer _____ Conductor _____, reported that the south home signal (7RA) at McConnell, AL, MP 269.7, Alabama Division was at Stop and then upgraded to Approach with southbound train 21KA7 occupying the block ahead. Train 339 notified the dispatcher and train movements were protected. Signal personnel arrived on the scene and also observed the south signal (7RA) at McConnell was at Approach with Train 339 occupying the block ahead.

It was discovered through ground testing that the wire insulation in the south signal had been removed by rodents causing battery to energize the search light signal, resulting in the false signal.

Wires were replaced and signal tested and placed back in service.

