

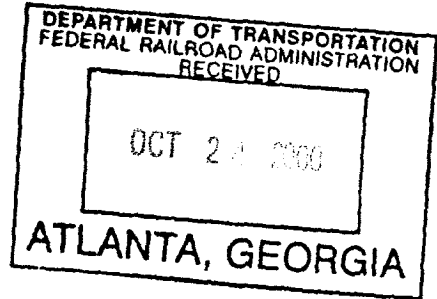
DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	REPORT FOR (month/year) October 2000
	DATE October 17, 2000
MAIL TO Mr. Michael Woods Federal Railroad Administration 16th Floor - Suite 16T20 100 Alabama Street, SW Atlanta, GA 30303-3104	REPORTING CARRIER Norfolk Southern Corporation Division: Dearborn
	REPORTING OFFICER _____ Chief Engineer - Northern Region Communications & Signal Department

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	10/7/00	BNSF 9730	Relay	Pinola, IN
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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 8:30 a.m., October 7, 2000 the train crew of #41M, Lisa Freeman Conductor and _____, Engineer, were stopped at the 2W signal at CP 466 when they observed the signal upgrade to approach with a train setting, and visible, in the block ahead.

Investigation by C&S personnel confirmed what the train crew saw and it was confirmed that signal 2W improperly displayed an approach aspect with track ahead occupied. From the tests and simulations we identified a failure of the 4661 WHPR relay, a GRS 194 OHM Slow Release Relay, which remained stuck "up" when the battery to its coils was removed. Relay was replaced and signal 2W was returned to service at 10:30 p.m., October 7, 2000.



7