

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	REPORT FOR (month/year) October 2000
	DATE October 31, 2000
FP00-2-15 D&D Stout	REPORTING CARRIER Norfolk Southern Corporation Division: Dearborn
MAIL TO Mr. Michael Woods Federal Railroad Administration 16th Floor - Suite 16T20 100 Alabama Street, SW Atlanta, GA 30303-3104	REPORTING OFFICER <hr/> 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	10/21/00	NS 6776, NS8613 NS 8842	Human Error	Cleveland, OH
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 1:30 p.m. on 10/21/00, train #24Z, Engineer _____ and Conductor _____ on track one observed signal 2E at CP Twin go from restricting aspect to a clear aspect and back to approach with a train ahead passing the next intermediate signal at MP RD-100.4, 7.7 miles ahead. The clear aspect was only displayed 14 seconds before dropping to approach, the proper aspect.

Upon investigation it was discovered that the working current on the 1004T relay was excessive, which resulted in the circuit failing to shunt for light Engine 5096 moving in the block ahead of train 24Z.

