

FEDERAL RAILROAD ADMINISTRATION  
**FALSE PROCEED SIGNAL REPORT**

FP-01-2-12-GRJ ✓

Aug-00

DATE

17-Aug-01

REPORTING CARRIER

Norfolk Southern Corporation

Division: Pocahontas Division

REPORTING OFFICER

Chief Engineer - Eastern Region  
 Communications & Signal Department

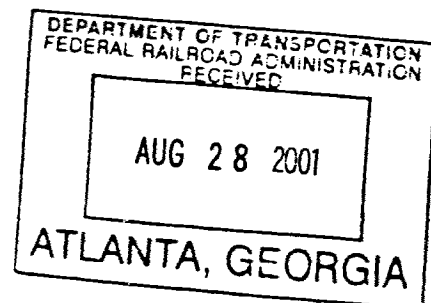
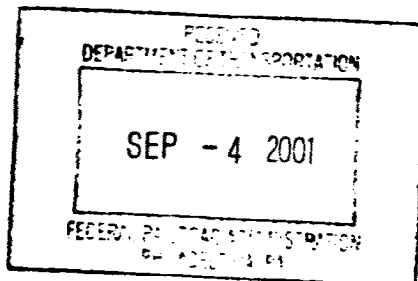
MAIL TO

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	08/16/2001	9369	Signal "HD" Relay	Vansant, VA
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				
OTHER (specify)				

**NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN**

At approximately 7:00 p.m. on 8/16/01, train U70U616, Engineer \_\_\_\_\_, Conductor \_\_\_\_\_, running westbound on Big Prater Branch observed a clear aspect on the 391 eastbound operative approach signal at MP BP 0.4. Signal was displayed into a de-energized OS track repeater circuit and a displayed stop aspect on the 98R signal at Control Point Vansant. Investigation revealed the 391HD relay positive and negative signal wires had been swapped during trouble on 8/15/01 by assigned signal maintainer for this territory. The swapped polarities caused the 391 HD relay (250 ohm polar relay) to pole normal displaying a clear aspect when it should display an approach aspect. Corrections were made and signal restored to service 8/17/01.



7