

FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

Aug-03

DATE

2-Sep-03

REPORTING CARRIER

Norfolk Southern Corporation

Division: Alabama Division

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 checked="" type="checkbox"/> APB <input type="checkbox"/> TC	8/24/2003	8923	68H Relay	White Siding, AL <i>TN</i>
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <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

On August 24, 2003 at 3:30 p.m. CDT, Eastbound Train No. 334, Engineer _____, Conductor _____, while stopped in the East End of White Siding observed the Eastbound mainline signal MP 540.2A display a clear signal. Westbound Train 391 was running on clear signals in the automatic block territory between the West End of Rossville and the East End of White Siding. The Eastbound signal at the E.E. White Siding displaying a clear did not downgrade to stop until Westward Train 391 passed the automatic signal at MP 536.8A. Trains operate under track warrant authority in the Automatic Block Signal Territory.

The failed condition was observed by C&S supervisor while performing simulation tests. The failure was determined to be the 68H relay at automatic signal MP 536.8A. In attempt to duplicate the actual conditions a heat lamp was used to apply heat to the 68H relay. After applying heat for 30 minutes the relay remained energized without power for 4 minutes. The relay failed the field drop away test with a value of 1.8 milliamps. The last relay test was performed on September 9, 2002 with a drop away value of 4.7 milliamps. Required test interval is 4 years. The relay was manufactured by GRS with a tag date of March 27, 1971. It is a 900 OHM neutral relay. Relay is being shipped to Texas Transport Institute, College Station, TX for further testing.

