

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"/> X <input type="checkbox"/> APB <input type="checkbox"/> TC	8/26/2003	3285	Incorrect Wiring	Leighton, AL
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

On August 26, 2003 at 11:30 a.m. CDT, Eastbound Train A80, Engineer \_\_\_\_\_, Conductor \_\_\_\_\_, left Sheffield Yard on an Approach signal at MP 399.0A. Another Eastbound Train Q36 had left Sheffield Yard prior to A80. Train A80 reported the next automatic signal at MP 396.2A, Leighton, AL to be a clear signal but suspected that Train Q36 had not traveled far enough east to permit the signal to clear. In addition they had heard the Town Creek defect detector reporting the passing of train Q36, indicating that the train ahead had just passed the next signal location at MP 393.2A. Train crew of A80 notified the signal maintainer.

C&S personnel investigated and discovered the S-Code Electronic Track Circuit Cabinet was improperly wired at the automatic signal location MP 396.2A. The wiring was corrected per the location signal plans and operational tests performed.

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
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ATLANTA, GEORGIA