

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

Nov-03

DATE

3-Nov-03

REPORTING CARRIER

Norfolk Southern Corporation

Division: Piedmont 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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL	11/3/2003	F729729	Signal System	Durham, NC
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 12:00 p.m. on November 3, 2003, CSX train F729729 with Engineer _____ and Conductor _____ approached the D&S Interlocking at MP H57.4 on the H-Line and MP D86.40 on the D-Line, westbound on the CSX track which intersects both the H-Line and D-Line at this interlocking. As F729729 approached the interlocking, the signal controlling CSX westbound movement across the diamond, displayed a proceed aspect, green over red. The crew then noticed NS Train E22 had fouled the interlocking limits, attempting to make a northbound move on the D-Line through the interlocking.

Train E22, with Engineer _____ and Conductor _____, stopped at the 2R signal of the interlocking, the signal was dark and E22 acted in accordance with the time table special instructions for movements across the interlocking with signal outages or troubles. E22 had moved across the joints at the signals and fouled the interlocking 2T OS track but had not fouled the diamond when F729729 observed E22. E22 was waiting the prescribed 5 minutes before proceeding across the diamond. The CSX signal should have displayed a stop, red over red aspect.

Investigation found that the 2T OS and 2L approach track circuit relays had been energized with temporary jumpers during new construction at this interlocking. The D-Line had been taken out of service during the new work. While out of service, the 2T OS and 2L track wires were destroyed during grading and temporary jumpers were applied to get the interlocking back in service for CSX train moves. The D-Line was then restored to service without the 2T OS and 2L approach track relay jumpers being removed.

The D-Line is currently out of service pending restoration of damaged interlocking cable and the 2T OS track circuit has been restored to service and tested.

