

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION  <b>FALSE PROCEED SIGNAL REPORT</b>	REPORT FOR (month/year)  Jan-04
	DATE  14-Jan-04
	REPORTING CARRIER  Norfolk Southern Corporation  Division: Dearborn Division
MAIL TO  Mr. Michael Woods Federal Railroad Administration 16th Floor - Suite 16T20 100 Alabama Street, SW Atlanta, GA 30303-3104	REPORTING OFFICER,  _____  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	1/14/2004	NS 5578	None	Bryan, Ohio
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 1/14/04 at approximately 10:30 a.m. train B41, engine only, Engineer \_\_\_\_\_ and Conductor \_\_\_\_\_ moving east on track 2, observed 2E signal change from red (stop) to green for approximately 6 seconds then back to red (stop) while train B40, engine only was in the block ahead. Office diagnostics revealed that train B40 lost shunt several times during his movement. Train B41 did not proceed on the green aspect. All track circuits between CP 340 and intermediate signal at MP CD335.9 were tested with a .06 ohm shunt with no exceptions. Due to rain, no evidence of contamination was found. The prior movement to this incident was an empty grain train (bean meal). As a precaution an order for light engine to operate by absolute block has been placed in these limits.

