

Bob MURRAY

S+TC  
8/22/95

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)  
August 1995

8195

DATE  
September 8, 1995

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Lake

MAIL TO

Federal Railroad Admin.  
Suite 440, North Tower  
1720 Peachtree Rd., NW  
Atlanta, GA. 30309

REPORTING OFFICER (signature/title)

General Manager - S&E  
Communications & Signal Dept.

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

- A—Automatic
- AB—Automatic block
- ACS—Automatic cab signal
- APB—Absolute permissive block
- ATC—Automatic train control
- ATS—Automatic train stop
- CL—Color light
- CPL—Color position light
- E—Electric
- EM—Electromechanical
- EP—Electropneumatic
- FP—False proceed
- MB—Manual block
- M—Mechanical
- P—Pneumatic
- PL—Position light
- SA—Semiautomatic
- TC—Traffic control

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 checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	8/21/95	unknown	human error	Columbus, OH
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 4:00 AM, Train No. 195 had set off five cars in the west end of the Middle Track at Bannon but did not return the derail to derailing position when they left. No. 195's crew asked Train No. L78's crew to replace the derail for them when they came west. No. L78 came out of the intermodal ramp and proceeded west on the Westbound Main. No. L78 had a clear indication at the west end of the Middle Track which was the signal protecting the electric lock switch to the Middle Track. With the derail left off, this signal should not have cleared.

Signal personnel investigating the incident determined that the Middle Track derail was not setting signals to stop when in the reverse position. The cause was found to be that during a recent construction project the "OS" track wires that had fed through the derail circuit controller box had been replaced with new wires that went directly to the track. There was no evidence on the circuit plans that the track wires had gone through the derail, so the construction forces assumed that the derail was not involved in the work they were doing. The track wires were rerun and broke back through the derail circuit controller to correct the problem.

SEP - 1995