

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

December 1995

DATE

December 18, 1995

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Alabama

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

MAIL TO

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

FP-95-03-10

REPORTING OFFICER (signature/title)

Chief Engineer C&S - West
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 type="checkbox"/> REMOTE <input checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL	12/4/95	unknown ICG engine	design	Hattiesburg, MS
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 1:00 AM, northbound Train No. 294, Engine NS 6651, Engineer _____, Conductor _____, stopped short of its track warrant limits at the approach signal to Hattiesburg automatic interlocking. Train 294 was held to allow an ICG switching move to be completed in the vicinity of the interlocking. As the ICG switching movement progressed, it moved out onto the NS main track through a switch facing away from the interlocking. This was done under track warrant authority by NS dispatcher at Birmingham, and when the switch was reversed by ICG, a stick circuit was set which would normally have been used to allow a key stand clearing for ICG movement across the interlocking. When the ICG movement cleared the NS main track and restored the switch normal, the NS signals cleared up to and through the interlocking. However, the stick circuit was held up by Train 294's presence on the approach circuit at the time the stick was set. Once Train 294 received a track warrant to proceed and observed they had a clear indication at the approach signal, the engineer started movement toward the interlocking. Meanwhile, the ICG switching movement that had completed their switching came up to the interlocking on their track and checked the indication on their key stand. Because the stick circuit was still up, the ICG crew had a clear indication that meant that they could activate the pushbutton. When the button was pushed the ICG got a signal to proceed across the interlocking, which they did. When the ICG move occupied the "OS" it illuminated a holding signal for Train 294, and that train again stopped until the ICG movement cleared the interlocking.

The design problem that permitted this scenario was corrected; the signals were checked out and returned to service.