

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

September 30, 1996

DATE

September 1996

REPORTING CARRIER (railroad &amp; region or division)

Norfolk Southern Corporation

Lake Division

REPORTING OFFICER (signature/title)

Chief Engineer, C&amp;S

## FALSE PROCEED SIGNAL REPORT

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

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	EM—Electromechanical
AB—Automatic block	EP—Electropneumatic
ACS—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—Manual block
ATC—Automatic train control	M—Mechanical
ATS—Automatic train stop	P—Pneumatic
CL—Color light	PL—Position light
CPL—Color position light	SA—Semiautomatic
E—Electric	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 checked="" type="checkbox"/> TC	9/20/96	8880	Human Error	Silvercreek, NY
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

At Approximately 1:50AM westbound train No. 548L119, engineer , Conductor , called signal B-25.1 clear. The engineer immediately notified the dispatcher on the radio that he believed that he should have received an approach aspect at the subject signal because he did not believe that the train No. 303 ahead had yet cleared the control point at Silver Creek, MP B-32.3. The control point at Silver Creek and the B-25.1 intermediate signal are separated by an intermediate signal at MP B-30.1.

Signal personnel were called to investigate and found two HD control circuit wires improperly rolled in a cut section case at MP B-26.7. It was verified that with these two wires rolled, signal B-25.1 would display a clear instead of an approach with the block between Silver Creek and B-30.1 occupied.

From the investigation, it was obvious that the rolling of the wires had been inadvertently done by C&S employees working at the location. Overtime and train delay records indicate that several signal failures had occurred in the area in the two days immediately preceding the subject incident. Interviewing of employees involved in these trouble calls and all other C&S employees who work on this district has thus far been unsuccessful in identifying the employee who left this defect in the system.

The wires were restored to their proper terminals, proper signal system checks made, and the system restored to normal operation.