

FP 98-03-05

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

May 1998

DATE

June 5, 1998

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Alabama

REPORTING OFFICER (signature/title)

Chief Engineer - Western Region  
Communications & Signal Dept.

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 Administration  
16th Floor - Suite 16T20  
100 Alabama Street, SW  
Atlanta, GA 30303-3104

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—Semi-automatic
- TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
<b>1 BLOCK SYSTEMS</b> <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	5/25/98	9057	design	Hattiesburg, MS
<b>2 INTERLOCKING</b> <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MANUAL				
<b>3 AUTOMATIC SYSTEMS</b> <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<b>4 OTHER (specify)</b>				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 4:30 AM Train No. 314 with Engineer \_\_\_\_\_ and Conductor \_\_\_\_\_ reported a clear signal northward at Hattiesburg Interlocking and a stop indication at the next signal, N.E. Hattiesburg.

No. 314 had left part of its train on the main south of the interlocking and proceeded on signal indication north of the N.E. Hattiesburg. They then reversed the switch and made a reverse move into Hattiesburg Yard to make a pick up. After returning to the main and restoring the switch, No. 314 moved southward with the proper red signals at N.E. Hattiesburg and Hattiesburg Interlocking to couple to their train. They then proceeded north with a clear at the interlocking and found a stop at the N.E. Hattiesburg.

Investigation revealed that a southbound movement at N.E. Hattiesburg when cars were occupying the track south of Hattiesburg Interlocking enabled a circuit path at N.E. Hattiesburg permitting a clear code back to the interlocking while a stop was displayed at the N.E. Hattiesburg. The design was corrected and the signals were thoroughly tested.