

~~Reg. 4~~

R. Murray S+TC

Reg. 2

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

8/31/98

REPORT FOR (month/year)  
August 1998

GVA  
8/31/98

FALSE PROCEED SIGNAL REPORT

GVA

DATE  
August 14, 1998

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

REPORTING OFFICER (signature/title)

Chief Engineer - Western Region  
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	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)
<b>1 BLOCK SYSTEMS</b> <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	8/5/98	3537	poeline	Leipsic, OH
<b>2 INTERLOCKING</b> <input type="checkbox"/> REMOTE <input type="checkbox"/> 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 11:10 PM, eastbound train No. X10, Engineer and Conductor reported receiving an advanced approach indication at intermediate signal 3156 and then a stop at Leipsic home signal, MP B-311.4, which is the I&O interlocking. The engineer was able to stop short of the home signal at Leipsic. They had been running at restricted speed due to a storm caused code line outage. Signal 3156 should have been displaying approach since it was an automatic signal. The home signal was at stop because of the code line outage.

Signal personnel called to investigate were able to duplicate the problem and determined that the B3156 HR relay that controlled the bottom yellow aspect was falsely energized with 6 volts across the coil. The 6 volts was found to be coming from a combination of several line wire wraps and grounds that resulted from damage from a severe storm which was passing through the area at the time. The voltage ultimately came from the 3156 NHD line wire that was normally separated from the 3156 H wire by no fewer than two wires fed by different battery. It was only through such an unlikely combination of poleline faults that this problem could have occurred.

The bottom yellow on the 3156 signal has been disabled until the poleline gets configured to prevent a recurrence. Other signal aspects were returned to service by 8:00 AM following poleline repair and appropriate tests.

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
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