

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

December 1998

DATE

December 14, 1998

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation
Division - Illinois

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 - Semiautomatic
- TC - Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	12/4/98	9003	pole line	Foristell, MO
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 12:10 AM, Train # 256 with crew consisting of Engineer _____, Student Engineer _____ and Conductor _____ were eastbound at West End Foristell when they observed the eastward signal go from restricting to clear. The next signal, at East End Foristell, was then observed to be displaying approach. The preceding train, # 282, was in the block ahead of East End Foristell and, hearing # 256 call these signals over the radio, contacted # 256 to confirm the calls. Train # 256 then aware that the signals had malfunctioned, slowed in sufficient time to avoid # 282 and reported the problem to the Berkeley Operator. Signal personnel were advised of the situation, investigated and were able to duplicate the problem. The cause was traced to a line wire wrap at about milepost S-50. A three wire DC HD line wire signal control system is employed in this territory. The wrap was between the opposing signal HD wires and did not involve the common. The condition resulted in a more restricting signal for the first train, # 282, but when that train occupied the second of two track circuits in the block, a path was set up by the wrap that gave a false approach aspect on the East End Foristell eastward signal into the block that is what # 256 had observed. The wrap was cleared and the signals were tested for normal operation. Though not confirmable, it is likely that brush clearing activities the previous day had caused the wrap.

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