

FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

June 2000

DATE

July 3, 2000

FP - 00-2-4

REPORTING CARRIER

Norfolk Southern Corporation

Division: Dearborn

REPORTING OFFICER

7-5-00

Chief Engineer - Northern Region  
Communications & Signal Department

MAIL TO

Mr. Michael Woods  
Federal Railroad Administration  
16th Floor - Suite 16T20  
100 Alabama Street, SW  
Atlanta, GA 30303-3104

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	08/02/2000	AMT 57 AMT 37	Design Error	Elyria, OH
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 4:45 a.m., June 2, 2000, Amtrak #29, Engineer \_\_\_\_\_ and Conductor \_\_\_\_\_ were traveling west on track #2 at MP 203 on Chicago Line when they received a stop signal at CP-203. After receiving permission to pass the stop signal, they progressed to intermediate signal 205 2W which was displaying a Limited Clear (red/flashing green.) At this time they notified the dispatcher concerning the improperly displayed signal.

Investigation: The signals were lined to replicate the conditions experienced by Amtrak 29. The crossover at CP 207 was lined and it displayed a Limited Clear aspect. At signal 205 2W a Limited Clear aspect was also displayed. At this time the NWLPPR relay was also still de-energized. Signal 2W at CP 203 was displaying a Stop aspect. Under these conditions Signal 205 2W should display a Stop and Proceed aspect (Red/Red), but was displaying an improper aspect of Limited Clear (Red/Flashing Green.)

Review of the in service circuit plans revealed that aspect displayed was consistent with the designed circuit. The circuit design allowed the "B" head to continue to display a Flashing Green with the hand throw switch showing not lined for normal movement. With the cross-over at CP 207 lined from track #2 to track #1 the signal that would be displayed at 205 2W if the NWLPPR relay were energized would be Approach Limited (Yellow/Flashing Green.) When the NWLPPR relay was de-energized the "A" head went to Red but the "B" head remained at Flashing Green.

Correction: Signal engineering was contacted and they developed a circuit modification to correct the problem. The circuit was modified and complete signal checks were performed. The signals were placed back in service at approximately 2:00 p.m.

