

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

October 2000

DATE

October 31, 2000

REPORTING CARRIER

Norfolk Southern Corporation

Division: Dearborn

REPORTING OFFICER

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	8/26/00	BN 9647 BN 9648	Relay	Hammond, IN
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 6:40 p.m., Saturday, 8/26/00, the crew of eastbound CSX train #939, Engineer _____, Conductor III, and Engineer Trainee _____ was moving on track #2 and went by signal 2-E at CP 507 which was displaying a stop aspect. Crew reported that they had a clear aspect at CP 508, the approach to CP 507, and were unable to stop.

Upon investigation, C&S personnel did observe the 508-2E signal display a clear indication on track #2, EB with a train in the block immediately ahead.

It was determined that the 1EHPR signal control relay was sticking up when no energy was being applied to the coil due to worn and pitted contacts. Relay was replaced and signals restored to service.

