

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	REPORT FOR (month/year) <p style="text-align: center;">Sep-01</p>
	DATE <p style="text-align: center;">24-Sep-01</p>
MAIL TO Mr. Michael Woods Federal Railroad Administration 16th Floor - Suite 16T20 100 Alabama Street, SW Atlanta, GA 30303-3104	REPORTING CARRIER <p style="text-align: center;">Norfolk Southern Corporation</p>
	Division: Piedmont Division REPORTING OFFICER <p style="text-align: center;">_____ Chief Engineer - Eastern Region Communications & Signal Department</p>

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	09/18/2001	P83P918	Signal "HD" Circuits	Charlotte, NC
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 4:40 p.m. on 9/18/01, Train P83P918, Engineer _____ Conductor _____ and crew member _____ running southbound on Track #1 approaching the control point at North Advance, MP 379.6 on the Piedmont Division observed a Diverging Clear aspect on the southbound control signal. This was after receiving a restricting aspect at the approach signal at Summitt Avenue, MP 378.4. They were anticipating a stop signal at N. Advance due to an occupied block indication between N. Advance and Charlotte Jct., MP 380.6 for Track #1. Switch was requested and indicating normal at N. Advance.

Investigation revealed that the track circuit between N. Advance and Charlotte Jct. for Track #1 was a center fed DC track circuit with two track relays. One on the north end of the circuit and one on the south end. "HD" information for N. Advance is sent from Charlotte Jct. to N. Advance in a multiconductor cable between the two control points.

A track production gang had worked track between Charlotte Jct. and N. Advance earlier that day and caused track leads for the south track relay at Charlotte Jct. to open, de-energizing the relay. Contacts of the relay were in the indication circuits and indicated an occupied block. However, they were not in the 227LBHD circuit and did not de-energize this circuit. Dispatcher had requested a follow-up move at N. Advance. The 227LBHD relay was energized and allowed the diverging clear (Red/Green/Red) to display.

Circuits were corrected adding contacts of the 221RT track relay in the 227LBHD circuit to open the circuit with the track relay de-energized.

The corrections were implemented and tested on 9/19/01.

