

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

Jan-02

DATE

17-Jan-02

REPORTING CARRIER

Norfolk Southern Corporation

Division: Harrisburg

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"/> X TC	1/17/2002	NS 5512	Track Isolation Unit	Seneca, NY
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <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

On January 17, 2002 at 3:15 a.m., Harrisburg Division Train 17H, lead unit NS 5512, with Engineer _____ and Conductor _____, southbound on the Ebenezer Running Track at Seneca, New York, reported signal 39E at MP 3.9 to display an "approach" aspect for the train's movement. This signal should have displayed a "restricting" aspect due to a hand throw switch ahead in the block being in the reverse position.

Train 17H's crew was aware of the switch being left in the reverse position by the crew of a previous train movement, and therefore Train 17H proceeded at restricted speed and stopped short of the hand throw switch lined against their movement.

Investigation revealed that the B1-1T track circuit in advance of the 39E signal had a track isolation unit with an open resistor and shorted diode. This condition allowed the track isolation unit to discharge its capacitor through the 39HR relay during the entire duration of its discharge time, which prevented the relay from dropping out while the hand throw switch was in the reverse position.

The track isolation unit was replaced and signal restored to normal service at 2:50 p.m.

