

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

May-02

DATE

30-May-02

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	5/30/2002	560C329	Human Error	ELTRIA, OH CP-207
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**

On Thursday, May 30, 2002 at 11:00 a.m., Dearborn Division Train 560C329, lead unit NS 9451, with Engineer \_\_\_\_\_ and Conductor \_\_\_\_\_ westbound on track 2 at MP-CD205.7, reported intermediate signal 205-2W to display a "clear" aspect for its movement. This signal should have displayed an "approach" aspect due to the next signal, the 2W home signal at CP-207, displaying a "stop" aspect account train 15JB129 ahead in the block.

Train 560C329 was aware of a train ahead in the block and therefore stopped short of the 2W signal at CP-207.

Investigation revealed that a signal testman was performing relay testing at CP-207 at the time of the incident. The maintainer performed testing on the 2WAHR relay during the time that train 15JB129 was in the block, which involved false battery being applied to this relay. Testing on this relay had been performed without obtaining the proper track time authority, and without appropriate measures taken to insure safety of train movements.

Dispatcher logs indicate that the 2W home signal displayed a permissive aspect without being requested, and remained in that state for 41 seconds. Tests after the incident proved that the 205-2W signal would display a "clear" aspect when false battery was applied to the 2WAHR relay at CP-207.

The signal system was tested for proper operation and restored to normal service at 2:00 p.m.

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 JUN 10 2002  
 ATLANTA