

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

Sep-02

DATE

19-Sep-02

REPORTING CARRIER

Norfolk Southern Corporation

Division: Central

REPORTING OFFICER

Chief Engineer - Western 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	9/19/2002	NS 6645	Timer	Fayette, KY <i>LEWISTON</i>
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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, September 19, 2002 at 9:01 a.m., Central Division Train #215, lead unit NS 6645 with Conductor _____ and Engineer _____ proceeding southbound on track 2 at Fayette, KY observed the home signal at Fayette Control Point MP 79.6 changing aspects from Approach to Clear, to Advanced Approach and then to Approach Diverging. The correct sequence should have been from Approach to Approach Diverging.

Investigation of the above occurrence was duplicated and a defective timer relay was found at Fayette. The timer relay was designed to prevent undesirable upgrade of the signal at Fayette for 9 seconds during the time the code being received was in transition. Since the timer was only running for 5 seconds, the changing aspects were observed by the southbound train. The total time the signals flashed through the cycling aspects was 3 seconds.

The timer relay was readjusted to operate for 10 seconds and the signals returned to service.

