| FALSE PROCEED SIGNAL REPORT | | | | | Dec-02 DATE 5-Dec-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) |
| BLOCK SYSTEM AB INTERLOCKING RE AUTOMATIC SYSTEM | MOTE | X TC AUTO- MATIC MANUAL | 12/5/2002 | NS 9515 | Thermal Timer Relay | Reid, KY |
| 4 OTHER (specify | _11 | | | | | |

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

On Thursday, December 5, 2002 at 2:30 p.m., train # 230, lead unit NS 9515, with Conductor and Engineer reported the northbound automatic signal at MP 356 changing from approach to clear prior to passing the signal. The next signal at Reid, Control Point MP 32.0 was a diverging clear into number two track. The correct aspect for the signal at 35.4 would have been approach to approach diverging.

Investigation of the above occurrence was duplicated and found to be a thermal time relay at the 35.4 automatic signal. The time was designed to hold off the signal upgrade at 35.4 for 8 seconds. This allows the northbound signal to remain at approach until the track code changes to positive and the minus codes for the approach is lost.

If the timer operates less than the required time the coding of a minus for the approach and a plus for the approach diverging gets decoded as a minus plus - (clear).

The timer relay was replaced and the signals returned to service. The particular timer is a type B1 GRS LOS timer and is common on the first and second districts of the CNO&TP. All locations are being inspected for style of timer relay and operation is being checked.

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