

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

Dec-02

DATE

19-Dec-02

REPORTING CARRIER

Norfolk Southern Corporation

Division: Piedmont

REPORTING OFFICER

Chief Engineer - Eastern 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<br>BLOCK SYSTEMS<br><input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC | 12/17/2002 | 908P217           | Relay Circuit      | Burlington, NC            |
| 2<br>INTERLOCKING<br><input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL                                  |            |                   |                    |                           |
| 3<br>AUTOMATIC SYSTEMS<br><input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS      |            |                   |                    |                           |
| 4<br>OTHER (specify)  |            |                   |                    |                           |

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

At 12:01 p.m. on 12/17/02, train 908P217, conductor \_\_\_\_\_, engineer, \_\_\_\_\_ with engine 5196 handling 1 load 11 empties, passed the westbound stop signal at control point Merrill, M.P. H23.5. Train passed the stop signal by approximately 182 feet. Train crew reported to dispatcher that the non-automatic signal at Haw River, N.C., M.P. H25.5 displayed a clear aspect. The controlled holdout signal at MP H23.5 displayed a stop aspect.

Investigation of the incident revealed the clear signal indication at the non-automatic signal at MP H25.5 displayed account of improper temporary wiring made by signal personnel during a signal cutover on 12/13/02. The "H" & "D" output of the electrocode unit were wired together to the coil of the relay used to light the clear aspect, allowing either the "H" or "D" to display the clear.

The wire was removed from the "H" output to the relay coil and the system was tested and returned to service at 2:00 p.m. on 12/17/02.