FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: Aug-03

DATE: 12-Aug-03

REPORTING CARRIER: Norfolk Southern Corporation

Division: Georgia Division

MAIL TO:
Mr. Michael Woods
Federal Railroad Administration
16th Floor - Suite 16T20
100 Alabama Street, SW
Atlanta, GA 30303-3104

REPORTING OFFICER:
Chief Engineer - Eastern Region
Communications & Signal Department

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS [ ] AB [ ] APB [X] TC	8/12/2003	8631	Track Circuit	Rockmart, GA
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

At approximately 9:36 p.m. on August 12, 2003, southbound Train 924, Engineer and Conductor , reported that the southbound signal on the mainline at Control Point Ollie, MP 101.5H went from stop (red over red) to clear (green over red) then to approach (yellow over red), as Train 924 was coming to a controlled stop in advance of the southbound signal at the Control Point.

Investigation revealed that the southbound signal did flash to clear (green over red) for 2.5 to 4 seconds before displaying an approach (yellow over red) aspect. ~~A permissive signal displayed for such a short time interval should not be considered a viable~~ signal to operate on.

Condition was caused when a single lite pusher unit in the block south of Control Point Ollie transversed the insulated joints at the intermediate signal at MP 104.2H. The north track circuit picked up before the south track circuit was de-energized, permitting a single pulse of 180 code being sent to CP Ollie. The track code information was deciphered at Ollie and a clear signal displayed for time interval noted. This is GRS Rate Code Track Circuitry.

This condition was reproduced and the clear signal aspect displayed for 2.5 to 3 seconds repeatedly during testing. To correct the condition, the code selection circuit was modified adding a contact of the southbound (1041) directional stick relay in the circuit to eliminate the 180 code transmission into the oncoming train with the southbound directional stick relay energized.