

Region 2

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

January 1995

DATE

January 18, 1995

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Pocahontas

REPORTING OFFICER (signature/title)

General Manager - S&E

Communications & Signal Dept.

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO

Federal Railroad Admin.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, GA. 30309

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

- A—Automatic
- AB—Automatic block
- ACS—Automatic cab signal
- APB—Absolute permissive block
- ATC—Automatic train control
- ATS—Automatic train stop
- CL—Color light
- CPL—Color position light
- E—Electric
- EM—Electromechanical
- EP—Electropneumatic
- FP—False proceed
- MB—Manual block
- M—Mechanical
- P—Pneumatic
- PL—Position light
- SA—Semiautomatic
- TC—Traffic control

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	01/12/95	8031	Track Circuit	Devon, WV
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

At approximately 8:00 AM, Train No. 946U1, Engineer _____, Conductor _____ was shoving a caboose and four (4) cars eastbound from #2 Storage Track onto the Buchanan Branch at Devon. The move was governed by dwarf signal 4L which displayed a **slow approach** aspect. The move was stopped with three (3) cars past the 4L signal and inside the "OS" at Devon, in order to make a reverse movement. It was noticed by the train crew that 4L signal was still displaying **slow approach**. Once the reverse movement started, 4L signal went to a **stop** aspect.

Investigation by signal personnel showed that a 0.06 ohm shunt, when applied at the base of the rail in the "OS" track circuit would drop the "OS" track relay. However, when held to the top of the rail, the shunting was erratic. There were signs of rust on the rails in this area. Further investigation led to the determination that rust on the top of the rail in #2 Storage Track had **built up** on the wheels of the cars being shoved, and that, along with rust already on the "OS" rails, caused loss of shunt. A cut of cars was shoved back onto the "OS" to verify this finding. Intermittent shunting was evident on this cut, also. A car with brake applied was pulled over the affected tracks to clear the rust to the point where shunting was reliable.

Ground tests were performed and proper track relay current was verified. No other discrepancies were found, and the signal system was returned to service.