Reg. 2.

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
November 1995

DATE
Nov. 27, 1995

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

REPORTING CARRIER (railroad & region or division)
Norfolk Southern Corporation
Division - Pocahontas

MAIL TO

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

REPORTING OFFICER (signature/title)
General Manager - S&E
Communications & Signal Dept.

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 ☐ AB ☐ APB ☒ TC	11/12/95	8592-6520	poleline	Bradshaw, WV
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
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DEC 04 1995
ATLANTA, GEORGIA

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 1:40 AM, Train No. Q16U710, Engineer , Conductor , traveling westbound on the Dry Fork Branch, reported they observed intermediate signal I-125 change from **restricting** to **clear** for about a minute and a half then go to **approach**. This occurred as light engines running as Train No. 960U7 were reportedly passing the controlled signal ahead at Bradshaw, MP I-11.5.

Signal personnel were called to investigate and upon arrival were unable to duplicate the problem. However, it was observed that the pole line was storm damaged at five locations between Mileposts I-11.5 and I-12.5. Line wires that controlled the aspect of signal I-125 were either shorted or broken. Five trees were then removed from the line, and the wires were repaired. All involved equipment was tested and an operational check was made on the signal. The signal system was found to be operating properly and was released for service.

Analysis of the line wires damaged by the fallen trees indicated that possibly leakage through the wet trees laying across the line could have conducted enough current to have picked the 125 HD relay. This condition would only have been a possibilty while the OS circuit at Bradshaw was de-energized which it was for about a minute and a half while Train 960U7 was passing. It was concluded that the factors present could have caused signal I-125 to display a false proceed aspect.

faxed to Reg 2
12/07/95

FORM FRA F 6180-14 (6-72)