

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

July 1996

DATE

July 16, 1996

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation
Division - Piedmont

REPORTING OFFICER (signature/title)

Chief Engineer - Eastern Region
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	7/11/96	7025 CR6028	resistor	Deal, VA
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)				

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RECEIVED

JUL 18 1996

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

ATLANTA, GEORGIA

At approximately 11:00 PM, Train No. 203, Engineer _____, Conductor _____, passed the southward signal at milepost 187.5 on a clear indication. Looking back they noticed that the northward signal was displaying approach while their train was still occupying the north track circuit. At approximately 11:40 PM, Train No. 211, Engineer _____, Conductor _____, noticed the same problem.

Investigation revealed that the Trakode bleeder resistor, design value of 12.5 ohms, had a resistance of 500 ohms. This high resistance value prevented the resistor from properly acting as a bleeder. With a shunt on the 187.6 track, the 187.6 signal would display an approach indication. The high resistance was traced to a film that had developed in the bonds between the carbon and the metal tabs on the ends of the cartridge type resistor. The resistor ends were cleaned, and the resistance dropped to 14 ohms. A shunt on the 187.6 track then was found to cause the proper restricting indication.