

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

January 1997

DATE

1/15/97

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation
Division - Virginia

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	1/13/97	n/a	insulation	Front Royal, 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)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 7:30 AM Asst. Track Supervisor was driving southbound on a road adjacent to the track when he noticed southward intermediate signal 63.9 displaying a clear aspect. Being aware of the fact that northbound train 460V612 was in the block ahead around milepost H-68, knew the signal should have been displaying restricting so he reported the incident to the dispatcher.

Signal personnel were called to investigate, and, upon arrival were able to duplicate the reported incident. Both the 63.9 and the 66.7 signals would display a clear aspect when the next southward signal ahead was restricting and was not sending energy on the 667 BP line circuit. The problem was traced to a falsely energized 667 BP relay.

Signals in this area are AC operated. The false energy was found to be caused by two grounds south of milepost H66.7. BX110 was found to be going to ground through the insulation holding a contact in the slide fence circuit controller at milepost H67.8. The grounded BX110 was getting to the 667 BP line wire from a guy wire that was touching it at milepost H 67.4. The guy wire had been damaged at some previous time, allowing it to come in contact with the 667 BP line wire. Both grounds were eliminated, the signals tested and then put back in service.