

R. C. Murray
S+TC

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

December 1997

GVW
1-14-98

FALSE PROCEED SIGNAL REPORT

DATE

January 9, 1998

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.

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation
Division - Virginia

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 Administration
16th Floor - Suite 16T20
100 Alabama Street, SW
Atlanta, GA 30303-3104

REPORTING OFFICER (signature/title)

Chief Engineer - Eastern
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.

The following abbreviations may be used in the report.

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.

- 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	12/30/97	8808-8677	phantom signal	Pearisburg
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 3:10 PM, Train No. 817 with Engineer _____ and Conductor _____ reported to the dispatcher that they had received an **approach diverging** westbound at signal 327.5, but when they arrived at the next signal, Control Point Pearisburg, the signal there was at **stop**. The switch was lined normal (correct for their move), but the dispatcher had not yet requested a signal at Pearisburg for their move. Signal 327.5 should have been displaying **approach**. No. 817 got stopped 35 car lengths past the signal. No other trains were involved.

Signal personnel were called to investigate, but could not find a problem or duplicate the incident. The signal control on the single track approaching Pearisburg is by EC 4. Signal 327.5 is a right hand ground mast colorlight. It has a three position head over a single green head which is illuminated only for **approach diverging**. All leads are phankill equipped. As the train crew said the bottom green appeared weak, a test was scheduled for the same time the following day for a possible phantom signal. That test did show a weak (whitish) phantom green on the normally dark head that was found to be caused by reflection from heavy snow on the ground in front of the signal. The sun at the time was about 40° up and to the back of the signal in question. As the sun went down, the reflection got dimmer, disappearing altogether by 4:00 PM. The bottom head was turned to the field until the snow was gone.