Region 2

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR *(month/year)*
January 1995

DATE
February 13,1995

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 - Virginia

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

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION *(city and state)*
1 BLOCK SYSTEMS [X] AB [ ] APB [ ] TC	01/29/95	8575	track circuit	Ford, VA
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Train No. 235, Engineer , Conductor , had lead unit 8575 fail with a wheel slip alarm. The train was stopped and the rest of the units were used to move the train to the adjacent track. Mechanical shop employees then attempted to move the stalled engine which was by that time alone in the block. The protecting signal was being observed by Trainmaster and the crew of No. 235, and they noticed that it was flopping between a **stop** and a **clear** indication while the attempt was being made to move the engine.

Signal personnel were called to investigate, and by the time they arrived, engine 8575 had been moved into a spur track. It was found that the track relay, a 2 ohm, 4 point, DN11, could be shunted with a 0.06 ohm shunt at either end and at the point where the engine was being operated at the time the false clear was observed. The track relay was tested and was found to be in spec. The Mechanical forces were questioned about the operation and condition of engine 8575, and they said that it had been leaking grease profusely to the rail. Due to this grease and the icy conditions, they had operated the sanders while attempting to move the engine. The condition was duplicated as closely as possible with an engine heavily sanding the rail and loss of shunt did occur. The cause was determined to be the grease/sand combination on the rails that resulted in the intermittent loss of shunt.

Once the rails were determined to be sufficiently clean of the grease, the signals were fully returned to service.