Memphis

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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

REPORT FOR (month/year)

April 1995

DATE

May 2, 1995

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Tennessee

FP-95-03-06

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	04/25/95	UP2532-4261 -3151	human error	Rossville, TN
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 2:00 PM, Train No. 391, running westbound with Engineer and Conductor . observed the westward signal at the east end of Rossville siding display **clear**. The next signal which was at the west end of Rossville displayed **stop** as it should have because a eastbound train, No. 364, was approaching on the single track ahead. Train No. 391 was expecting to stop short of the switch at the west end of Rossville in order to meet No. 364, so a normal stop was made.

The false proceed was reported to the dispatcher, and signal personnel were called to investigate. The incident was recreated and was discovered to be caused by the improper presence of a full wave rectifier between the polar output of the electronic track device and the polar HD relay for the involved signal. This device, an HP-1, caused the polar HD relay to be picked in the "normal" position with either positive or negative polarity feeding out of the ElectroCode HD terminals. The HP-1 was removed, proper testing performed, and the signal system was returned to service.

The HP-1 was intended to provide neutral polarity from a polar HD source on another ElectroCode cabinet. The HP-1 had been removed by the maintainer while troubleshooting a problem about two weeks prior to this incident. Following the troubleshooting the HP-1 was installed on the wrong ElectroCode cabinet by mistake and the error was not detected until the incident in question.

FORM FRA F 6180-14 (6-72)