

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

No field investigation
OMB No. 04-R-4028

REPORT FOR (month/year)

August 1997

DATE

August 18, 1997

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation

Division - Pocahontas

REPORTING OFFICER (signature/title)

Chief Engineer - Eastern Region
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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	8/14/97	6103	track circuit	Peter Cave, KY
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

DEPARTMENT OF TRANSPORTATION
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RECEIVED

AUG 19 1997

ATLANTA, GEORGIA

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 12:30 AM, Train No. 946, Engineer _____, Conductor _____, was picking up at the West End of Peter Cave. The crew noticed that with four cars past the westward signal (and occupying the OS), the signal was displaying a clear indication.

Signal personnel were called to investigate and found that the two fouling wires in the OS were broken. This is a shunt fouling circuit, and, without the fouling wires connected, the OS track circuit did not extend back to the clearance joints in the siding. The wires had been broken by the leading end of T&S Gang 23 just before they stopped work on the day before. Signal maintainers working with this gang were unaware that the work had proceeded that far before quitting for the day and had therefore not checked on the condition of these wires. There effectively was a dead section about five car lengths long between the bracket signal and the fouling joints on the turnout side.

The wires were repaired and the track circuit tested for proper operation.