R Murray R92
S&TC
GVH 5/29/98

OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
May 1998

DATE
May 18,. 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.

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 - Pocahontas

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

REPORTING OFFICER (signature/title)
Chief Engineer - Eastern Regior
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 ☐ AB ☐ APB ☒ TC	5/5/98	6626-8947	arrestor	Carbo, VA
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RECEIVED
MAY 20 1998
ATLANTA, GEORGIA

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Train No. J62U705 with Engineer : operating the two units as a pusher had entered the CV main off the west leg of the wye at Carbo on signal indication. After he moved from unit 8947 to unit 6626 to change direction, observed he had an **approach diverging** for his eastbound movement at Carbo. Shortly after started his eastbound move, the CV dispatcher contacted him giving him permission to pass the next signal into the siding at Mill Creek and couple to Train No. 572. When told the dispatcher that his last signal displayed **approach diverging** instead of **approach**, the dispatcher had him stop his train and then called signal personnel to investigate.

Signal personnel arrived and had Train No. J62U705 back west of the signal at Carbo. They then had the dispatcher set up the same scenario and were able to see the false proceed about five minutes later. Investigation revealed that there were three badly burned lightning arrestors in a pole mounted junction box at Carbo. Each of these arrestors was partially grounding the circuit to which it was attached. One was on the BP circuit which had 12 VDC on it at the time. The positive side of the BD relay for the eastward signal was also grounded by one of these arrestors and had 5.2 volts on it which was found to be coming from the BP circuit ground. The arrestors were replaced and the signal system tested for proper operation before being returned to service.

A recent lighting storm had likely caused the multiple ground condition by severely burning these three arrestors.

FORM FRA F 6180-14 (6-72)