

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

September 2000

DATE

September 6, 2000

REPORTING CARRIER

Norfolk Southern Corporation

Division: Virginia

REPORTING OFFICER

Chief Engineer - Eastern Region  
Communications & Signal Department

MAIL TO

Mr. Michael Woods  
Federal Railroad Administration  
16th Floor - Suite 16T20  
100 Alabama Street, SW  
Atlanta, GA 30303-3104

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	09/03/2000	NS 6189 MRL 0306 NS 6143	Case wire	Glenvar, VA
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 3:48 p.m., 9/3/00, Train #185V402, Engineer \_\_\_\_\_ and Conductor \_\_\_\_\_, was westbound on Track #1 east of Glenvar, VA when they observed the westbound signal L-102, Track #2, displaying an Approach Aspect with train # 755V403 in the block on Track #2 just west of the L-102 signal. L-102 should have been displaying a stop aspect with the block occupied by #755V403. L-102 is a color position signal.

C&S personnel arrived and were able to duplicate the scenario observed by the train crew of #185V402. Investigation found that the "H" relay was being falsely energized and held up by a 14 mil ground on the C-16 battery and a 4 mil ground on the B-16 battery. Several deteriorated case wires were replaced and the location was tested and returned to service at 7:40 a.m., September 4, 2000.

This location was last checked for grounds on June 27, 2000 with no exceptions taken.

