

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

Jan-02

DATE

9-Jan-02

REPORTING CARRIER

Norfolk Southern Corporation

Division: Central

REPORTING OFFICER

Chief Engineer - Western 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	12/31/2001	NS 6688	Insulated Joints	High Bridge, KY
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL				
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**

On 12/31/01 at 2:10 a.m., Central Division Train #50VT830, lead unit NS 6688 with Conductor \_\_\_\_\_ and Engineer \_\_\_\_\_, proceeding southbound on Track #1 at High Bridge, KY, observed the home signal at High Bridge Control Point, MP-102.5, to display a clear aspect for the train's movement. The signal should have displayed an approach aspect due to the signal in advance, located on Track #1 at Control Point Brown MP-105.0, displaying stop aspect. Train #50VT8 was aware of the dispatcher's plan for a meet with an opposing train at Brown and was able to stop the train short of the home signal at that location.

Investigation revealed that the track circuit on #1 track between High Bridge and Brown had the presence of foreign AC current on the rail. This allowed the track relay at High Bridge intermittently pickup, and energize the decoder and associated relay pertaining to the clear aspect. The presence of foreign current was attributed to two defective insulated joints on #1 track at High Bridge, one being shorted and one having low resistance.

As a corrective measure, both insulated joints were replaced. As an additional precaution, 60 cycle reactors were installed on the involved circuit at both High Bridge and Brown. The signal system was tested and returned to normal service at 4:15 p.m.

