

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)

01/30/96

REPORTING CARRIER (railroad & region or division)



REPORTING CARRIER (signature/title)

General Manger Signal Maintenance

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 System.
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
- AB-Automatic block
- ACS-Automatic cab signal
- APB-Absolute permissive block
- ATC-Automatic train control
- ATS-Automatic train stop
- CL-Color light
- CPL-Color position light
- E-Electric
- EM-Electromechanical
- EP-Electropneumatic
- FP-False proceed
- MB-Manual block
- M-Mechanical
- P-Pneumatic
- PL-Position light
- SA-Semiautomatic
- 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 type="checkbox"/> TC | | | | |
| ² INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL | 01/30/96 21 | Train Z24020 | #3 Track Circuit | GTW Crossing TOLEDO, OHIO |
| 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 Tuesday January 21, 1997 Norfolk Southern Train Y13 reported a restricting eastbound signal at GTW interlocking while train Z24020 was fouling the crossing diamond.
CSXT Train Control personnel removed the signal system from service for this route. CSXT Train Control personnel investigated the incident and determined the last car of the train was bridging the track circuit between the dead section of the diamond and the insulated joints at the number 2 signal. The car length was 80 feet and the track circuit length was 37 feet 6 inches.
This route remains out of service with design changes scheduled for completion on January 31, 1997.

*Faxed to R. C. Murray
Reg. 2
Feb. 10, 1997*

GH

(If more space is required, continue on reverse)