

FP-97-2-9

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
8/4/97

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.

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

MAIL TO

Federal Railroad Admin.
61 Forsythe St SW
Suite 16T20
Atlanta, Ga. 30303

REPORTING CARRIER (signature/title)

GENERAL MANAGER 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

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)
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	8/4/97	Unknown	None	Deshler Deshler, OH
INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On August 13, 1997, the train control group was notified that a south bound train received an Approach Limited aspect at the approach signal to the south bound absolute signal governing the north crossover at Deshler on 8/4/97. The absolute signal was lined and displayed a Medium Approach for the crossover move that was lined. The approach signal should have displayed an Approach Medium aspect and was a false proceed indication. The signals were removed from service and signal personnel were dispatched to investigate.

Signal personnel noted that both A and B overlays were not operating and confirmed the false proceed indication viewed by the train. The approach signal is a color position signal with a C marker. The circuit is designed with H and D circuits as well as an A and B overlay on the line wire. The A overlay relay in the energized position gives a flashing C marker at the approach signal to display an Approach Limited signal for a mainline move. The B overlay relay in the energized position gives a steady C marker at the approach signal to display an Approach Medium aspect for a diverging move. The relays are wired so both relays cannot be energized at the same time. A loss of both overlays left only the H & D on the line wire as designed resulted in a flashing C marker

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

for an Approach Limited aspect into the Approach Medium aspect at the absolute signal.
Signal personnel disabled the EOR relay for the C marker until a design revision is engineered.
