

FALSE PROCEED SIGNAL REPORT

No FIELD INVESTIGATION

REPORT FOR (month/year)
10/14/97

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 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)
BLOCK SYSTEM <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	10/14/97	A013-14	None	Horn Industrial Track Elberton, GA
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 October 15, the engineer of work train A013 mentioned during a conversation with signal personnel that there was a problem with the dwarf signal on the Horn industrial track at the south end of Norman on the Abbeville subdivision. The engineer said that he had received a yellow aspect to exit the industrial track onto the occupied siding. The proper signal should have been a lunar aspect for restricted speed. The signals at the south end of Norman were suspended pending investigation.

Investigation revealed that the engineer had received a yellow aspect to exit the industrial track onto an occupied siding. The signal should have been a lunar aspect indicating a restricted signal. The wiring in the location was according to plan. Discussion with the signal design group revealed that the yellow lens had never been changed to a lunar when the operating rules were changed.

The yellow lens was changed to a lunar and all circuit wiring was verified to plans. The location was placed back in service following a complete operational test.