

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
02/04/2000

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 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

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

MAIL TO

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

REPORTING CARRIER (signature/title)

Director Signal Reliability

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"/> IB <input type="checkbox"/> APB <input type="checkbox"/> TC | | | | |
| 2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL | 02/04/2000 | Q13501 | None | Columbia Avenue Hammond, IN |
| 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

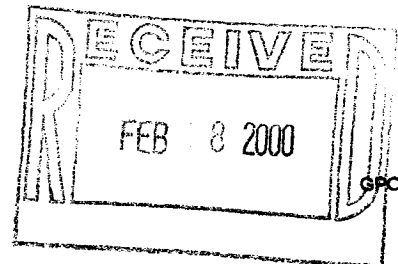
On February 4, 2000, Q33501 reported to the dispatcher that he had received a Medium Approach indication at the WAS #1 Track at Columbia Avenue with train engine J701 in the block ahead. The signals were removed from service and Signal personnel were dispatched.

Signal personnel simulated the movement and verified the false proceed indication. The westbound signal on #1 track at Columbia Avenue upgraded from Stop to Medium Approach when the west end of the eastbound crossover from #1 to #2 track was reversed. Further investigation revealed that a pair of Safetran Dual Wideband Shunts were improperly applied around both insulated joints between the track circuits on #1 track. The improperly applied shunts acted as a DC shunt, allowing battery from the adjacent track circuit to pick the track relay when the shunt & break circuit broke the track circuit battery feed.

The wiring error was corrected and the signals were returned to service following operational testing.

FORM

FORM FRA F 6180-14 (6-72)



GPO 929-925

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