DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINSTRATION

OMB No. 04-R-4028

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
04/11/2000

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 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

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	EM-Electromechanical
AB-Automatic block	EP-Electropneumatic
ACS-Automatic cab signal	FP-False proceed
APB-Absolute permissive block	MB-Manual block
ATC-Automatic train control	M-Mechanical
ATS-Automatic train stop	P-Pneumatic
CL-Color light	PL-Position light
CPL-Color position light	SA-Semiautomatic
E-Electric	TC-Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION *(city and state)*
1 BLOCK SYSTEMS ☐ AB ☐ APB ☐ TC				
2 INTERLOCKING ☐ AUTOMATIC ☒ REMOTE ☐ MANUAL	04/11/2000	H89611	None	E.E. Quinimont Quinimont , WV
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 1515 hours on April 11, 2000, the crew of H89611 reported that they had received a Medium Clear signal at MP 377 while proceeding eastbound out of the siding at E.E. Quinimont into a Stop signal at Backus MP 371. The signal should have displayed a Medium Approach. Signal personnel were dispatched, verified the false proceed indication, and subsequently removed the signals from service.

Further investigation revealed that the R270 DR relay was improperly energized by a wire which ran directly to the BH-6 battery buss, effectively removing the # 1 reverse polar contact of the R268 HDR from the circuit. This permitted the R270 DR relay to be energized when the R270 signal was requested without checking the aspect displayed at Backus.

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

The cause was found to be improper operational testing following field wiring changes.

FORM FRA F 6180-14 (6-72)