

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
1/11/98

FP 98-03-01

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	1/11/98	Z35610	N/A	NAS Wauhatchie Chattanooga, TN
INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION RECEIVED JAN 29 1998 ATLANTA, GEORGIA
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 Sunday, January 11, the AJ dispatcher line Norfolk Southern (NS) NAS Wauhatchie on the Chattanooga subdivision for NS train Z35610. Z35610 passed the Wauhatchie signal at 0034 and passed a stop signal at Wildwood at 0040. The signals at NS NAS Wauhatchie were removed from service.

A re-enactment of the situation by signal personnel revealed that the aspect at NS NAS Wauhatchie had improperly displayed a Medium Approach Medium (R/Y/FG) instead of Medium Approach (R/Y) into the stop aspect at NAS Wildwood. Further investigation revealed a ground in the twist wire that had been installed to temporarily repair the code line due to a recent wire theft. The wire had been damaged by placement of new rail beside the track. The ground caused 4.5 VDC to be placed on the 2RD relay at Wauhatchie. The improperly energized RD circuit caused a flashing green signal to be displayed at Wauhatchie in addition to the R/Y signal.

The circuit tested clear after the wires were repaired and the signals returned to service. Electronic track circuits were installed in this section and placed in service on January 21.