

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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

MAIL TO

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

REPORT FOR (month/year)

2/28/98

REPORTING CARRIE (railroad and region or division)

CSX
Transportation
Train Control

REPORTING CARRIE (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.

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)
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	2/28/98	Q21327	None	Potomac Run Fredricksburg , VA
INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				<div style="border: 2px solid black; padding: 5px; text-align: center;"> DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION RECEIVED <div style="border: 1px solid black; padding: 5px; display: inline-block; margin: 5px 0;"> MAR 12 1998 </div> ATLANTA, GEORGIA </div>
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 February 28, 1998, Q21327 was travelling south on the RF&P subdivision on signal indication. The engineer called a clear signal at the Potomac Run intermediate signal (633A). He noticed that the cab signal displayed approach as the train passed signal 633A. The crew proceeded observing the most restrictive indication, the cab signal. The crew notified the dispatcher of the conflicting indications. The signals were removed from service.

Signal personnel were dispatched to investigate. The investigation revealed that the wrong relay had been altered during a consolidation of stand alone dragging equipment detectors to a combined equipment defect detector at Ross. The alteration to the DR relay vice the DEDPR relay resulted in the signal displaying a clear aspect whenever code was received at the signal. The signal did display a red aspect when no code was received at the signal.

The circuit was rewired to alter the DEDPR relay and the signal was returned to service after all operational checks were completed.