DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINSTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

All Railroads subject to Regulations of the Federal Railroad Administration shall submit
a false proceed signal report, original only, to the Federal Railroad Admininstration within five days after a false proceed occurs. If no false proceed occurs during any calender 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 Admininstration, 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 MAINT.

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 essen-
tial 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

The following abbreviations may be used in the repor
t.

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 SYSTEMS ☐ AB ☐ APB ☒ TC	6/22/98	Q50321	None	NE Weston Weston , OH
INTERLOCKING ☐ AUTO-MATIC ☐ REMOTE ☐ MANUAL				
AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On June 22, 1998, the southbound Q50321 reported a clear signal at the NE Weston and a stop signal at the SE Weston. The signals were removed from service and signal personnel dispatched to investigate. The situation was simulated by the signal personnel and the false clear was confirmed. The investigation identified that reverse polarity on a pair of HD wires had caused the false clear signal. The polarity of the HD wires was corrected and the signal system was tested and returned to service.

A signal maintainer was called to investigate a problem at the SE Weston on June 14. The maintainer identified the problem as an open in the HD lines and changed to a pair of spare wires. He placed two spare wires on each of the open cable wires marked R22HD4 and NR22HD1. He then went to Taylor St. crossing warning system and jumpered the wires together to complete the circuit from the SE Weston. The maintainer checked voltage to verify the circuit but failed to perform an adequate operational test of the circuit before returning the signals to service. The polarity of the circuit was inadvertantly swapped by the maintainer. This was determined to be the cause of the false clear.