

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 Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C.

MAIL TO

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

REPORT FOR (month/year)
7/17/98

REPORTING CARRIER (railroad and region or division)
**CSX
Transportation
Train Control**

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)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	7/17/98	U241	None	Three Mile Mobile, AL
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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

Shortly before 0800 on July 17, a signal maintainer was dispatched to the scene of a run through electric lock switch just south of Three Mile drawbridge. The signal maintainer arrived at 0830 and found southbound train U241 stopped just north of SAS Three Mile with a stop aspect. Shortly thereafter, SAS Three Mile changed to a clear aspect. The maintainer observed the switch operating handle vertical and immediately checked the NWPR. The maintainer removed the signals from service upon finding the NWPR deenergized.

Investigation determined that a design defect caused a clear signal to be displayed with the A-BNWPR deenergized. The A-BNWPR protects the electric lock switch which was installed as part of a speed increase early in 1998. The A-BNWPR was rewired to be in series with the lock time relay, track release circuit, and H+ input of the HD polar adaptor. The HD polar adaptor device is configured to provide a reverse polarity output when there is battery input to the H+ terminal. A normal polarity output is given when there is battery input to the D+ terminal. A battery input to the H+ terminal is not required for normal polarity output.

The defect was corrected by relocating the track A-BNWPR, WLTER, and A-BTOR control of

the 6633HDR from between the Electrocode unit and HD polar adapter to between the HD polar adapter and the positive control of the 6633HDR. Operational tests were made and the signals were returned to service the evening of July 17.

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year) 7/20/98	FP 98-03-06
REPORTING CARRIER (railroad and region or division) CSX Transportation Train Control	
REPORTING CARRIER (signature/title) General Manager, Signal Maintenance	

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TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	7/20/98	Q59221	RCRE Cable	NE Lilly Lilly, GA
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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 July 20, train Q59221 reported observing a clear signal on the main and a medium clear on the dwarf signal at the north end of Lilly. The signals were removed from service and signal personnel were dispatched. Upon arrival, signal personnel found the train on the OS circuit. The signal on the main displayed stop while the dwarf signal displayed a medium clear.

Investigation revealed that the RCRE cable had been pinched in the door to the dwarf signal the last time the signal was closed. The signal went to stop when the door was opened and the cable moved. The RCRE cable was repaired and the flex wires inside the dwarf signal were replaced.

The signals were returned to service after performing operational tests, megging cables and checking for grounds.