

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	

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

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	7/20/98	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.