

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

10/1/98

FP-98-2-13

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. 20590.

REPORTING CARRIER (railroad and region or division)

CSX
Transportation
Train Control

FP-98-2-13
Attachment No.2
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MAIL TO

Federal Railroad Admin.
61 Forsyth 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)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	10/1/98	K90129	None	Republic, OH
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

Train K90129 was traveling westbound on number one track near Republic, OH on October 1, 1998. The train crew received a clear signal at the intermediate approach signal for Republic. After topping and receiving permission to pass through a work authority, the crew observed a clear signal at the WAS on number one track at Republic. The crew observed the number 15 crossover switch on number one to number two track reversed and braked the train. The train crew reported the incident to the dispatcher and the signals were removed from service.

Signal personnel were dispatched to investigate and observed the number 15 switch on number one track to be locked reverse and the number 15A switch on number two track to be locked in the normal position. Further investigation revealed that two jumpers installed at the factory had not been removed from the switch machine in accordance with the circuit plans. The effect of the jumpers was to return a correspondence indication of only the number 15A switch to the vital microprocessor unit. The shunt bar for the switch was also in the non-shunting position. The jumpers were removed and the shunt bar changed to the shunting position. The signals were returned to service after operational tests were performed.