

FALSE PROCEED SIGNAL REPORT

Railroads subject to Regulations of the Federal Railroad Administration shall submit also 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

MAIL TO

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

REPORT FOR (month/year)
10/9/98

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	10/9/98	Q44009	None	NE Cherry Plant City, FL
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)				ATLANTA, GEORGIA

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On October 9, CSX train Q44009 was travelling northbound on the main line of the Lakeland subdivision approaching NAS Cherry. The train crew observed green aspect on the main line NAS and a red over green aspect on the siding NAS. The signals were removed from service and train control personnel dispatched.

Train control personnel responded and verified the aspects viewed by the train crew. After investigation, it was determined the root cause of the false clear was caused by wire changes made recently in conjunction with replacing the searchlight signal with a color light signal. The operational tests were not performed correctly after the wiring changes were completed. The RAHDGR contact in the circuit for the NAS main line had been replaced with a contact from the RHDPR. The effect of this change was to remove the checks on switch position, detector circuit, and opposing routes when lining a signal. Therefore, both signals were lit when a northbound signal was requested. The wiring was corrected and the signals were returned to service after operational tests were completed.