

FP-95-03-01

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year) January, 1995

DATE January 31, 1995

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 & region or division)

CSX Transportation

- System -

REPORTING OFFICER (signature/title)

Chief Engr.-Train Control

MAIL TO

Director of Railroad Safety
Federal Railroad Administration
Suite 440, North Tower
1720 Peachtree Road, NW
Atlanta, Georgia 30309

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 Systems.

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	1/17/95	Train F767-17	Signal 269	Lilesville, NC
² INTERLOCKING <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 January 17, 1995, Train F767-17 reported approach medium signal at M.P. SF-269. This signal or route was not intended by CSXT due to the signal in advance being a control signal and at stop.

Signal system was removed from service. Signal personnel, along with FRA personnel investigated the incident making all operational tests. The incident could not be duplicated. It was determined that the signal system was functioning as intended. Signal system is restored to service.

*CD Relay failure
Pitted contacts*

(If more space is required, continue on reverse)