

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FP-96-03-03

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
11/13/96

REPORTING CARRIER (railroad & region or division)
CSX
TRANSPORTATION

REPORTING CARRIER (signature/title)
General Manger 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. 20590

MAIL TO

Federal Railroad Admin.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, Ga. 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 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	EM-Electromechanical
AB-Automatic block	EP-Electropneumatic
ACS-Automatic cab signal	FP-False proceed
APB-Absolute permissive block	MB-Manual block
ATC-Automatic train control	M-Mechanical
ATS-Automatic train stop	P-Pneumatic
CL-Color light	PL-Position light
CPL-Color position light	SA-Semiautomatic
E-Electric	TC-Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AS <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	11/13/96		Relay	Grand Junction Jacksonville, 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)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On October 28 1996, Train Crew reported receiving a medium approach signal at Grand Junction for movement from Mildale Lead to #2 track, as they approached the switch it was lined for a Normal move from #2 to #2.
The signal system was removed from service. Signal department personnel and FRA Inspector investigated the incident. It was determined that a modification was made to the system and a test was inadvertently missed. Corrections were made, operational test performed and the signals functioned as intended.
Signal system was placed back in service.

(If more space is required, continue on reverse)