

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
03/30/97 **FP-97-03-02**

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**

MAIL TO

Federal Railroad Admin.  
Suite 440, North Tower  
1720 Peachtree Rd., NW  
Atlanta, Ga. 30309

REPORTING CARRIER (signature/title)  
**CHIEF ENGINEER TRAIN CONTROL**

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)
<sup>1</sup> BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	03/30/97			North Tucker Tucker, GA
<sup>2</sup> INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
<sup>3</sup> AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<sup>4</sup> OTHER (specify)				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

On Saturday March 30, 1997 at 1:38 P.M. Northbound Train Q61428 reported Northward Absolute Signal at North Tucker displaying a clear indication while a southward train was just south of the Gloster Holdout signal.

The signal system was removed from service immediately. Signal personnel were able to recreate the situation and investigation revealed that a small machine screw was bridging the LCH relay's 1 and 2 heel contacts thus causing the LA signal at North Tucker to display a clear aspect.

The screw was removed, operational tests completed, and proved the signal system to operate properly. Signals were returned to service.

Further investigation revealed that approximately 1 year earlier the installation of radio control equipment and the removal of Union Switch and Signal 506 system was the origin of the machine screw. The old code equipment was residing directly above the LCH relay and is believed to be the culprit of the machine screw and was inadvertently missed during clean up.

An alert bulletin has been issued to all field personnel to promptly inspect for similar conditions as well as emphasizes the importance of prompt and proper cleanup subsequent to wiring work.