

Fisher

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 04-R-4028

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

5/4/97

FP-97-03-04

REPORTING CARRIER (railroad and region or division)

CSX
Transportation
Train Control

Railroads subject to Regulations of the Federal Railroad Administration shall submit 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

REPORTING CARRIER (signature/initials)

GENERAL MANAGER SIGNAL MAINTENANCE

Failures 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 giving corresponding indications of a cab signal system on each train approaching point, such failures should be included in item 1, Block System.

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

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.

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
LOCK SYSTEMS AB <input type="checkbox"/> APB <input type="checkbox"/> <input checked="" type="checkbox"/> TC	5/4/97	Q68402	Signal Mechanism	Oakworth Decatur, AL
INTERLOCKING <input type="checkbox"/> AUTO-MATIC REMOTE <input type="checkbox"/> MANUAL				
AUTOMATIC SYSTEMS ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS <input type="checkbox"/>				
OTHER (specify)				

DESCRIPTION AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On May 4, 1997 at approximately 2:00 a.m. Signal Maintainer while on a trouble call discovered an improperly displayed Northward Absolute Signal at Oakworth. The signal was displaying a red over green aspect while train Q68402 occupying the O.S. track section. The Signal Maintainer immediately removed the signal system from service. Investigation revealed that the bottom signal mechanism was stuck on the green aspect. A new signal mechanism was ordered and additional test were performed to the Maintainers satisfaction. The signal system was returned to service. The signal mechanism was sent to a repair facility to determine the cause of the failure with results forthcoming.

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RECEIVED

JUN 17 1997

ATLANTA, GEORGIA