

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
7/8/97

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

REPORTING CARRIER (signature/title)

GENERAL MANAGER 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

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.

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 SYSTEM <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	7/8/97	U33730	None	N. E. Waxhaw Waxhaw, NC
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEM <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On July 8, 1997, south bound train U33730 reported to the dispatcher receiving a Medium Approach signal at the north end of Waxhaw siding, which was already occupied by south bound train Q61908. The signal should have been Restricting. U33730 did not take the signal. The dispatcher held the trains in position until signal personnel could arrive and investigate.

Investigation by signal personnel confirmed the false proceed indication. The siding track relay was observed coding. The coding was caused by energy supplied from the track isolation unit. The block operates by reversible DC code. The isolation unit would discharge on the off cycle of DC code in the block. The discharge routed through the axle of the approaching train and was the proper polarity to energize the siding track relay, thereby upgrading the signal. The isolation unit was removed from the circuit and the track relay stopped coding. The crossing and signal location were tested for proper operation and the signals placed back in service.

The isolation unit was installed as part of a grade crossing warning device installation. The relays were tested and found to be within specification. Two isolation units were installed at a different point in the circuit to prevent the situation from re-occurring. The signal system was tested for proper operation and found to be functioning as intended.
