

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
7/19/97

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

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

REPORTING CARRIER (signature/initials)

GENERAL MANAGER SIGNAL MAINTENANCE

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	7/19/97	Q591-18	None	S. E. Ames Ames, IN
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 18, 1997, southbound train Q591-18 was located between the switches at the south end of Ames. The south bound signal was Stop and the train crew observed the north bound signal to be Approach. The train was held in position until signal personnel arrived. The signal personnel confirmed the false Approach indication.

Upon investigation, the signal personnel found the line wire one span north of the north bound signal wrapped. The XC circuit and the 149.6CHD were wrapped, thereby placing 8.8 volts reverse polarity to the north bound signal.

The north bound signal went to the proper red aspect when the wires were unwrapped.

The signal personnel were unable to duplicate the problem after clearing the line wrap. The south bound signal continued to stay at red. After further investigation, signal personnel found the CHD wrapped with the line common at MP 152.2 and MP 152.5. Clearing these wraps cleared the red southbound signal. The signals were returned to service after testing for proper operation and found to be functioning properly.