

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
7/31/97

FP 97-03-07

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.

REPORTING CARRIER (railroad and region or division)

CSX
Transportation
Train Control

MAIL TO

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

REPORTING CARRIER (signature/file)

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.

A false proceed failure is a failure of a system, device or appliance to indicate or

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) |
|---|---------|-------------------|--------------------|---|
| BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC | 7/31/97 | Q579-31 | Signal Mechanism | S. E. Hardy Hardy, AL |
| INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL | | | | <div style="border: 1px solid black; padding: 5px; text-align: center;"> DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION RECEIVED <div style="border: 1px solid black; padding: 5px; display: inline-block;"> AUG 28 1997 </div> ATLANTA, GEORGIA </div> |
| AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS | | | | |
| OTHER (specify) | | | | |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On 7/31/97, Q579-31 received a clear indication at the approach signal to the SAS Hardy. The SAS Hardy indicated stop at the time and no signal had been requested. At 1301 hours, Q579-31 overran the red aspect at SAS Hardy.

The SAS Hardy was removed from service and subsequently investigated by signal personnel. The Yellow Green Repeater Relay (YGPR) for the SAS Hardy signal mechanism was found energized due to a bent connector pin in the plug coupler assembly. The pin was bent following testing of the signal mechanism by maintenance personnel on the morning of 7/31/97. Voltage on the YGPR sends code back to the approach signal, thereby upgrading the approach signal to display a green aspect while the SAS was at stop. The voltage being applied to the YGPR had no affect on the operation of the SAS Hardy.

The signal mechanism and coupler were replaced and signals inspected, tested, and returned to service on 8/1/97.