

FALSE PROCEED SIGNAL REPORT

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.

MAIL TO

Federal Railroad Admin.
61 Forsythe St SW
Suite 16T20
Atlanta, Ga. 30303

REPORT FOR (month/year)

8/13/97

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

REPORTING CARRIER (signature/title)

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 checked="" type="checkbox"/> APB <input type="checkbox"/> TC	8/13/97	Q564-13	None	Mitchell Mitchell, IN
INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 August 13, 1997, north bound train Q564-13 occupied the main line between the switches at Mitchell in preparation for a reverse move onto the Indiana subdivision. After stopping short of the north end of Mitchell. The train crew observed the south bound semaphore signal at the north end of Mitchell indicating an Approach aspect into their occupied block. The train continued on its route and notified the dispatcher. The signals were removed from service and signal personnel dispatched to investigate.

Signal personnel simulated the train movement and observed the south bound at the north end of Mitchell display a yellow aspect. Investigation revealed that a line wrap with bare wire and heavy brush and rain had caused the false proceed. The negative lock control line wire (L5RGPN) wrapped with HD circuit wire 255.1HD1. The line wrap was combined with a ground due to the brush to give the false proceed.

This segment has FRA approval for abandonment. After the line wrap was cleared, the coil wires for all signals were removed and DTC operation was put in place.