DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINSTRATION

OMB No. 04-R-4028

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
07/28/2000

All Railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Admininstration within five days after a false proceed occurs. If no false proceed occurs during any calender 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 Admininstration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER *(railroad and region or division)*

CSX
Transportation
Train Control

MAIL TO

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

REPORTING CARRIER *(signature/title)*

Director Signal Reliability

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 function as intended which results in less restriction than intended.

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 SYSTEMS ☐ AB ☐ APB ☒ TC	07/28/2000	Q308-26	Signal 56N	Arlington Arlington , OH
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On July 28, 2000 northbound Q308-26 received an Approach aspect at intermediate signal 56N while the electric lock switch XA54 at the New Generation Industry Spur was lined reverse against the 56N signal. Signal 56N should have displayed an aspect no better than Stop and Proceed with the switch reversed. Train H719-26 had lined the switch reverse in order to set off a car in the industry track, and the signal went from Stop and Proceed to Approach when H719-26 cleared the fouling section of switch XA54. When H719-26 re-entered the fouling section, Signal 56N went back to Stop and Proceed. The switch was removed from service and Train Control personnel dispatched.

The cause was found to be shorted HD conductors in a spliced aerial 12-conductor/14 AWG line drop, caused by moisture shorting out the wires. The line drop was replaced, signal and switch checks were made with no exceptions, and the signals were returned to service.

The cause was determined to be a material failure of the splice.