

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
08/24/2000

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 Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

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	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)
1 BLOCK SYSTEM <input type="checkbox"/> AB <input checked="" type="checkbox"/> APB <input type="checkbox"/> TC	08/24/2000	J769-24	Int Signals 762 & 738	N.E. Rensselaer Rensselaer, IN
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On August 24, 2000, the Train Crew on northbound Train J773-24 was clearing the main into the siding through a reversed switch at MP Q72.9 in order to allow northbound Train J769-24 to pass. While the switch was still reversed, J769-24 received a clear signal at Q76.2 (which should have been approach) and a clear signal at Q73.8 (which should have been stop). The signals were removed from service and Train Control personnel were dispatched.

The cause was found to be an open line wire wrap of the CHD wire (part of the 3-wire HD circuit) and CE1 positive battery wire (part of the approach circuit between the Rensselaer siding switches). The line wrap was removed, signal and switch checks were made with no exceptions, and the signals were returned to service.

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