

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

9/8/2003

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

REPORTING CARRIER (signature/title)

Asst Chief Engineer - Signal Maint

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

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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	9/8/2003	Q27808 - L29607	Wiring	Lemoyne, OH
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 OTHE (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On Sept. 8th at 13:44, Q27808 was sitting at the West bound absolute signal number #1 at Lemoyne, MP CD 111.0, waiting to cross over to #2 track following the L29607. L29607 was WB on #2 track. Q27808 heard the L29607 call the aspect on the 1071-2 intermediate signal, the 2nd intermediate West of Lemoyne. Q27808 observed the WB signal on #2 track display a medium clear, red over green, for 6 to 8 seconds before slotting off to stop. The event log indicated the WB signal at Lemoyne had gone into time. The signal was removed from service. A simulation recreation of the false clear. An investigation revealed that the coded track circuit West of the 1091-2 intermediate signal, the first intermediate West of Lemoyne, when shunted, had an 8 to 10 second delay before the 1092-2 or 1071-2 HD relays would be deenergized. The 8 to 10 second delay was found to be caused by wires on a front and back contacts of the 1092-2 ZTR, code following relay, that had been reversed and were not according to design. This resulted in energy being applied to the positive coil wire of the 1092-2TPR when the track circuit was shunted. The 1092-2TPPR drops the HD circuits. The 1092-2TPPR wasn't dropping immediately due to a capacitor, which by design, was across the coil wires causing an 8 to 10 second drop delay while the capacitor bled off. This caused the improper aspect to be displayed for eight to ten seconds as reported. The wiring error was corrected, operational tests were performed with no exceptions. The signals were placed in service.