

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
**4/24/98**

REPORTING CARRIER (railroad and region or division)

**CSX  
Transportation  
Train Control**

REPORTING CARRIER (signature/title)

*GENERAL MANAGER, SIGNAL MAINTENANCE*

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

MAIL TO

Federal Railroad Admin.  
61 Forsythe 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.

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)
<b>1 BLOCK SYSTEMS</b> <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	<b>4/24/98</b>	<b>Q21922</b>	<b>None</b>	<b>Godsend Fostoria, OH</b>
<b>2 INTERLOCKING</b> <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
<b>3 AUTOMATIC SYSTEMS</b> <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<b>4 OTHER (specify)</b>				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At about 10:48 AM on April 24, 1998, the crew on train Q21922 viewed a Clear aspect on the #10 Signal (LE&W) westbound on number one track at Fostoria, Ohio and a Limited Clear aspect at the absolute W1 signal at Godsend. The crossover was reversed for a movement from number one to number two track. The aspect should have been an Approach into a Limited Clear. The signals were removed from service pending investigation by signal personnel.

Signal personnel investigated the problem and verified the aspects as described above. The problem was identified as a wiring problem in a temporary case. The temporary case contained an Electrocode 4H. The wire for the code 7 decoder was on the code 3 decoder post. This caused the false proceed. The wire was returned to its proper post. Operational tests were performed and the signals were returned to service on April 25, 1998.

