

R. Murray S+TC
 Ref 2
 Jan 18, 1996

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

12/95

DATE

12/26/95

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.

REPORTING CARRIER (railroad & region or division)

CSX Transportation
 -System-

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.
 Suite 440, North Tower
 1720 Peachtree Rd., NW
 Atlanta, GA. 30309

REPORTING OFFICER (signature/title)

D. G. Orr
 Chief Engineer Train Control

D.G. Orr

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 Systems.
 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	12/17/95	T59185 R27205	None	Troy, Ohio
² INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 December 7, 1995 at approximately 1240 hours, the crew of northbound Train R27205 alledged that they had a stop and proceed on the Northbound absolute signal (21R) at the South End of Troy. This signal was not requested by the train dispatcher at this time. Signal system was removed from service and investigation began. Signal and Transportation personnel concluded that the A marker appeared to be dimly lit due to the effects of sunlight. An alternate hood was place on the signal to correct the sunlight and signals were restored to service.

(If more space is required, continue on reverse)