

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
04/23/2000

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

REPORTING CARRIER (signature/title)

Director Signal Reliability

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. 20560

MAIL TO

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

ATLANTA, GEORGIA
 MAY - 4 2000
 DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 RECEIVED

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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	04/23/2000	N94820	#4 Signal	VR Tower Walbridge, OH
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

At approximately 2315 hours on 4/23/00 at VR Tower in Walbridge, OH, northbound train N94820 reported receiving a Medium Clear (Red over Green) on the #4 Signal when lined for a crossover move from #1 track into the receiving yard through #7 and #5 crossovers reversed. The signal for this move should have been Restricted (Red over Yellow). The following train, Q39723, made this same move and reported receiving a Restricted signal. Upon notification, Train Control personnel were dispatched to investigate.

Further investigation revealed that when a signal was lined northbound on the #2 track at Yard D through the next northbound interlocking (#8 Signal), a Code 7 was sent back to VR Tower holding up the W2DR. This permitted a Medium Clear signal to be displayed when the signal was lined on #2 track without checking the position of the #5 crossover.

The wiring error was corrected and signals were returned to service following operational testing. The cause was found to be a design error.

Reqd

8