

10/20/2000

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

REPORTING CARRIER (railroad and region or division)

**CSX
 Transportation
 Train Control**

FP-00-2-13

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
- 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 | 10/20/2000 | U833-17 | #14 Dwarf CPL Signal | Mexico Tower Cumberland, MD |
| 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

At approximately 0113 hours on October 20, 2000, two engines (power for U833-17) were making an eastbound move from the Cumberland Terminal 4 East Lead to the PPG Lead. As the engines passed the #14 westbound signal on the PPG Lead, the crew looked back and observed the #14 signal displaying a Restricted Proceed (two reds over a "B" marker light) instead of Stop (two red lights) while one engine still occupied the track circuit behind the signal. The signals were removed from service, and Train Control personnel were dispatched.

The cause was found to be worn insulation on the cable for the "B" marker light, which had made contact with the energized red aspect terminal buss. The cable was repaired, signal checks were made with no exceptions, and the signals were returned to service.

