

FALSE PROCEED SIGNAL REPORT

10/21/2000

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)

FP-00-2-14

**CSX
Transportation
Train Control**

MAIL TO

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

REPORTING CARRIER (signature/initials)

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.

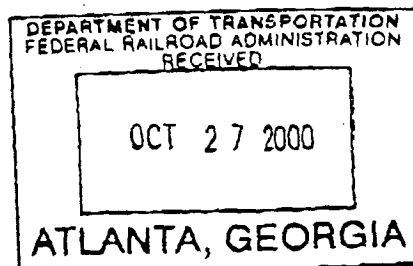
- A-Automatic
- AB-Automatic block
- ACS-Automatic cab signal
- APB-Absolute permissive block
- ATC-Automatic train control
- ATS-Automatic train stop
- CL-Color light
- CPL-Color position light
- E-Electric
- EM-Electromechanical
- EP-Electropneumatic
- FP-False proceed
- MB-Manual block
- M-Mechanical
- 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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	10/21/2000	L256-21	ZWA Signal	CP-124 Ridgeway, 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 0500 hours on October 21, 2000, Train L256-21 was westbound on #1 track awaiting the ZWA signal to proceed into Hayes siding through the #4 crossover reversed. When the signal was received, the crew initially observed a Restricting Signal (NORAC Rule 290 - Red over Yellow) which changed to a Medium Clear (Rule 283 - Red over Green). The signal should have been Restricting. The signals were removed from service, and Train Control personnel were dispatched.

The cause was found to be a design error in the circuit, which included an extra wire allowing the ZWA-BDR to be energized when the #3 crossover was reversed regardless of the position of the #4 crossover. The wire was removed, signal checks were made with no exceptions, and the signals were returned to service.



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