

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
**12/21/2000**

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. 20590

**MAIL TO**

Federal Railroad Admin.  
61 Forsyth 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.

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)
<b>1 BLOCK SYSTEMS</b> <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	<b>12/21/2000</b>	<b>K996-20</b>	<b>None</b>	<b>Mango Mango, FL</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**

On December 21, 2000, K996-20 while traveling SB reported the SAS at NE Mango displaying an alleged clear indication. K996-20 reported a stop indication at the SAS SE Mango coming to a controlled stop beyond the limits of the SE Mango. Signals were immediately removed from service at the NE and SE Mango. Additionally the train dispatcher reported an inability to control the signal at the NE Mango prior to the arrival of K996-20. K996-20 was instructed to handle the switch NE Mango from motor to hand lining the switch reverse and restore the switch to motor position. K996-20 failed to perform this instruction. Subsequent investigation revealed no exceptions. Additional field investigation was performed by CSX and the Signal mechanism apparently operated slower than normal. The signal mechanism was replaced and after full operational testing the signal was restored to service. On January 4th FRA performed a field investigation and made an assumption alledging that the signal mechanism was slow on December 21, 2000. We are reporting this but we do not consider this to be a false proceed.

