

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
02/19/2001

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**

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 | 02/19/2001 | Q297-19 | Design | PA Tower Fort Meade, 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 about 2130 on 2-19-01 B702-19 was traveling WB on #1 Track crossing over to #2 track at Savage. After B702 cleared Savage, Train Dispatcher requested #3 crossover Savage normal and #8 Signal WB on #2 track behind B702 for a following train Q297-19. As Q297 approached the #2 WB Signal at PA Tower the train crew reported an Approach Medium Signal with B702 ahead in the block west of Savage. This signal should have been an Approach signal into the Restricted Proceed following B702. Signal were immediately removed from service and Train Control personnel dispatched to the location for investigation. The investigation revealed a design error at Savage that allowed a Code 3 generated and sent to PA Tower when a Restricted Proceed signal was displayed at Savage. A corrected design was sent to the field and installed. Full operational checks were made and the Signals were restored to normal service at 1500 on 2-21-01.

