

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

07/05/2001

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.

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|-------------------------------|----------------------|
| A-Automatic | EM-Electromechanical |
| AB-Automatic block | EP-Electropneumatic |
| ACS-Automatic cab signal | FP-False proceed |
| APB-Absolute permissive block | MB-Manual block |
| ATC-Automatic train control | M-Mechanical |
| ATS-Automatic train stop | P-Pneumatic |
| CL-Color light | PL-Position light |
| CPL-Color position light | SA-Semiautomatic |
| E-Electric | TC-Traffic control |

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEM <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	07/05/2001	D750-05	Workmanship	Signal 1598 Sterling, OH
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 0845 hours on July 5, 2001 D750-05 Train Crew observed Signal 1598 displaying a clear (G/R) signal while moving eastbound, following behind Train K518-02, which was ahead in the second block. D750-05 stated that Signal 1598 stayed at a clear for approximately 30 seconds before changing to an approach aspect (Y/R). D750-05 train crew informed the train dispatcher of the signal incident and dispatcher informed the train crew to treat the signal as restricting. Signals were removed from service. Investigation revealed that the line overlay was not properly broken through the track relays, thus giving the improper signals. Design was notified and the proper wire breaks were designed, installed and tested. Signal system was restored to service.

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