

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

12/14/2001

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.

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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-Semautomatic |
| E-Electric | 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	12/14/2001		Train Bulletin	Crandall Road Walbridge, 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 1500 on December 14, 2001 Supervisor responded to a report that the signals at Crandle Road indicated medium approach indication(r/y/r) over a #10 turnout when lined over the #1 crossover. The northbound signal on #2 track and the southbound signal on #1 track were removed from service. Verified the aspects and found a Detroit Division General Train Bulletin issued at 0001 on 10/01/01 incorrectly stating the signals at Crandle Road are Seaboard style signals and are to be covered by CSX signal rules 281 through 296 and should have been Chessie style signals covered by CSX Rules C281 through C-296. The signals were restored to service at 1715.

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