

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
**04/09/2002**

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                   | 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)
<b>1 BLOCK SYSTEM</b> <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	04/09/2002	H75709	Aerial Cable	W.E. Gordonsville Gordonsville, VA
<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**

At 18:25 on April 9, 2002 H75709 was operating westbound in the siding at the west end of Gordonsville. The switch was lined reverse and the westbound dwarf signal displayed a slow clear (G) for the train to leave the siding. The train crew then observed a clear (G/R) signal westbound on the main at the west end of Gordonsville. This signal should have been at stop. H75709 stopped and reported the incident to the dispatcher. The signals were immediately removed from service and signal personnel were dispatched to the location. Upon arrival, Signal Supervisor and team verified this condition. Further investigation revealed foreign battery applied to the H-D line circuits causing the signal on the main to incorrectly indicate clear. The line circuits were opened and the signals in both directions at the west end of Gordonsville were left out of service until repairs completed. Investigation revealed the aerial cable at the West End of Gordonsville junction box showed signs of moisture and corrosion. The affected aerial cable was removed from the junction box and the terminal strips were cleaned. Some of the conductors were cut off and the cable was re-terminated. All conductors passed the megging test to ground and the cross megging test. The aerial cable was then restored to the signal system. Operational tests were performed with no exceptions taken. Signals were restored to service.

