

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

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

REPORT FOR (month/year)
10/11/2002

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

REPORTING CARRIER (signature/title)

Director Signal Reliability

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)
1 BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	10/11/2002	Q416-09	S8PT Connectors	W.E. Space Center Lordstown, 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 OTHE (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On October 11, 2002 at 6:00 AM the Q416-09 approached Intermediate Signal W90.41, displaying a clear signal and stopped east of the signal, made a cut on Q416-09, to pick up cars at the West end Space Center, Goodman Yard. The train crew went west of Intermediate Signal W90.41 and observed that the signal indication changed to restricted proceed. The crew went west of the trailing point switch, threw the switch reverse and entered the west end Space Center. The switch was left open while working and upon clearing the fouling circuit, train crew reported that the W90.41 signal indicated clear. When the train crew came back out onto the fouling circuit, W90.41 signal indicated restricted proceed. The train crew tied back onto their train, restored the switch normal and proceeded west with permission. Signals were removed from service and signal personnel dispatched to the site. Investigation revealed that corroded track connections to the rail were the cause of the false proceed signal. All track connections from the circuit controller to the rail were renewed and a new switch circuit controller installed. Full operational tests were performed and the signals were restored to service.