

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
**7/31/98**

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)

General Manager, Signal Maintenance

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	7/31/98	Q22929	None	East Junction Hamlet, NC
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 approximately 0130 on the morning of July 31, Q22929 reported the distant signal to East Junction at clear with no signal requested at East Junction. The signals were removed from service and signal personnel dispatched to investigate.

Signal personnel arrived at approximately 0200 and verified the clear signal at the distant signal. The investigation revealed that the signal case at East Junction was hit by a vehicle. Upon opening the signal case at East Junction, signal personnel found the DR relay on its side. The contacts on the relay were made, thereby causing the false signal.

The relay was righted, operational tests performed, and the signals were placed back in service at 0300.

*Signal mtr verified that Bungalow was struck by city vehicle. <sup>CSX</sup> Special Police spoke to city personnell.*

*G V H.*