

February 1996

FALSE PROCEED SIGNAL REPORT

DATE

February 5, 1996

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 10 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.

REPORTING CARRIER (railroad & region or division)

CSX Transportation
-System-

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.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, GA. 30309

REPORTING OFFICER (signature; title)

Chief Engineer-Train
Control

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 Systems.

The following abbreviations may be used in the report:

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.

- 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	2/5/96	Train Q21603	Eastbound Signal	Brentwood, Maryland
2 INTERLOCKING <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

On February 5, 1996 at approximately 1200 hours, Eastbound Train Q21603 reported he had an approach indication at Brentwood Intermediate (M.P. BA35) with Train Q29203 ahead in block. Signal system was removed from service. Signal personnel investigated the incident making all required tests. It was determined that the signal had been vandalized, damaging 4 signal lamps and that the cover on the back of the yellow lamp unit was off. Repairs were made and signal system returned to service.

(If more space is required, continue on reverse)

FEB 28 1996

ATLANTA, GEORGIA

K.C. Murray
Reg. 2
received
4/28/96
GVH