

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
**10/13/2000**

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
- 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)
<b>1 BLOCK SYSTEMS</b> <input type="checkbox"/> AB <input checked="" type="checkbox"/> APB <input type="checkbox"/> TC	10/13/2000	Q598-13	Semaphore Sig 147.0	Sugar Creek Bridge Crawfordsville , IN
<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 approximately 1200 on October 13, 2000, Northbound Train Q598-13 reported that the signal at MP 147.0 was displaying a Yellow 45 degree signal (Approach) with Northbound Train Q642-13 ahead in the block.  
The cause was found to be damage to a temporary cable that had been installed across the bridge decking to facilitate bridge department crane work. The damaged cable was replaced with open line wire and placed back on the pole line. Signal checks were made with no exceptions, and the signals were returned to service.

