

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
03/12/2001

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.

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 SYSTEM <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	03/12/2001	Q245-10	Workmanship	Vandalia Vandalia, 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 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On 3-12-01 Train Q245-10 received a medium clear signal entering the siding at Vandalia into a medium clear signal crossing over at Vandalia crossover. Signals were removed from service pending investigation. Field investigation revealed that recently installed signals were designed for medium speed while a slow speed crossover was in service. The signals were immediately downgraded to restricting and stop. Proper test and inspections were performed and signals were restored to service.

