

**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

**MAIL TO**

Federal Railroad Admin.  
61 Forsyth St SW  
Suite 16T20  
Atlanta, Ga. 30303

REPORT FOR (month/year)  
**04/11/2001**

REPORTING CARRIER (railroad and region or division)

**CSX  
Transportation  
Train Control**

**FP-01-2-07**  
*R. Whaley*

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	EM-Electromechanical
AB-Automatic block	EP-Electropneumatic
ACS-Automatic cab signal	FP-False proceed
APB-Absolute permissive block	MB-Manual block
ATC-Automatic train control	M-Mechanical
ATS-Automatic train stop	P-Pneumatic
CL-Color light	PL-Position light
CPL-Color position light	SA-Semiautomatic
E-Electric	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 type="checkbox"/> APB <input checked="" type="checkbox"/> TC	<b>04/11/2001</b>	<b>U724-10</b>	<b>Workmanship</b>	<b>Sproul Sproul, WV</b>
<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**

On 4-11-01, train U72410, coming off the Coal River Subdivision, reported an approach signal westbound at Sproul Junction immediately after T78308 cleared OS circuit ahead. This should have been restricting. T78308 was a westbound train on the Big Coal Subdivision. The signals were removed from service pending investigation. The field investigation revealed that the reverse point detector stud had become loose and backed off on a T-21 hand throw switch for the spur track. This allowed both NWP and RWP relays to become energized at the same time. A contributing factor was the absence of a check circuit that would prevent the energizing of both the NWP and RWP relays simultaneously. Changes have been made and signals restored to service.