

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
08/14/2002

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 | 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)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	08/14/2002	K650-13	Relay	St. Stephen St. Stephen, SC
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 0630 on August 14, 2002, Train crew report on K65013 while operating northbound on the single main track to #2 track over a reversed switch, observed and reported a clear indication (green) at the intermediate signal MP A355 and a limited clear (red over flashing green) at South St. Stephen when the intermediate signal should have displayed an approach limited (yellow over flashing green). The signals were removed from service at 0645 and a team was dispatched to the site to investigate this event. Investigation revealed that the RHHR relay, a DN-11 Style shelf relay, had vibrated off the shelf and was found inverted, hanging by the wires in the equipment house at St. Stephen which caused a signal to be displayed at the intermediate signal indicating better than conditions warranted. The relay was up righted and an anti-vibration assembly was installed. Complete operational tests were performed with no exceptions taken. Signals were restored to service at 1100 on 8/14/02.

4