

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
**08/30/2002**

REPORTING CARRIER (railroad and region or division)

**CSX  
Transportation  
Train Control**

REPORTING CARRIER (signature/title)

Director Signal Reliability

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

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 SYSTEM <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	08/30/2002		None / Phantom	S.E. Gorman Gorman, TN
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 10:30 AM 8/30/02, received report of a Clear Indication (Green over Red) on the S.B Dwarf signal at the SE Gorman without a signal requested from the Operations Center as verified by the system log. Signal was removed from service and investigated by Train Control. Investigation revealed that the signal appeared to be sunlit. The affected signal head was replaced, operational tested and restored to service. We are reporting this event but we do not consider this to be a false proceed.

