

**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

REPORT FOR (month/year)

4/3/2003

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)
<b>1 BLOCK SYSTEMS</b> <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	4/3/2003		Design	South End Nashville, TN
<b>2 INTERLOCKING</b> <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 OTHE (specify)</b>				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

0230 on April 03, 2003 a false proceed signal at South End interlocking in Nashville Terminal was reported. A signal team responded to the report that signal #14 was clear with the next signal at stop. The signals were immediately removed from service pending investigation. The Signal team determined the sequence of events that led up to the time of the incident as follows. The dispatcher requested signal # 14 and then requested signal # 6 with a switch reverse at South End. He then requested a southbound signal at Oak Street the next interlocking south. The switch at signal # 6 failed to lock up reverse which resulted in signal # 6 remaining in the stop position. The signal at Oak Street cleared which resulted in signal # 14 at South End upgrading to a clear into # 6 at stop. Further investigation revealed that the circuitry would allow this failure to occur. The design shop in Jacksonville was contacted concerning the design issues and supplied the necessary correction. Corrections were applied and Operational tests were performed with the signal system returned to service upon satisfactory completion at 1130 hours.