

03-11-2002 07:57am From-FEDERAL RR ADMIN

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OMB No. D6-R-4022

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

02/27/2002

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

All Restricting 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

REPORTING CARRIER (signature)

Director Signal Reliability

A failure should not be counted unless within time in items 1, 2, 3, and 4, the failure would be classified under the basic system or appliance of which it forms an essential part. E.g.: adverse 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
- 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
- MP-Manual block
- M-Aspects
- 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	02/27/2002	K27627	None: Phantom	NAS Contentnea #2 Tr. Contentnea, NC
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 February 27, 2002 at about 1545 hours the crew of K27627 reported a restricting signal (R/R/L) at the NAS Contentnea, NC Number 2 Track at MP A139.0 Investigation revealed that the signal was working as intended and the restricting aspect was due to being sunlit and was verified as a phantom aspect. The signal backgrounds were painted, outer lens replaced and realigned signal to the apex of the curve. Phantom screens were ordered and will be installed upon receipt. After the mitigating action the signal was rechecked under similar conditions and now exhibits no aspect exceptions. We are reporting this event but we do not consider this to be a false proceed.