

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

**7/2/2003**

REPORTING CARRIER (railroad and region or division)

**CSX  
Transportation  
Train Control**

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

REPORTING CARRIER (signature/title)

Gen Manager Signal Maintenance (

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
- 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
- MB-Manual block
- M-Mechanical
- P-Pneumatic
- PL-Position light
- SA-Semiautomatic
- 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>7/2/2003</b>	<b>Q208-02</b>	<b>None: Phantom</b>	<b>South Latonia Kenton, KY</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 OTHE (specify)</b>				

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

At 1500 on July 2, 2003 the NB train Q20802 reported getting a restricting signal, lunar over red, out of the siding with the switch in the normal position and SB X20101 occupying the track ahead. The signals were taken out of service and signal personnel were dispatched to investigate.

The Maintainer and Signal Supervisor viewed the signal from the train and from the ground and determined that the sun created an effect on the signal in such a way that a lunar over red was displayed when the signal should have displayed dark over red. The Maintainer and Supervisor tested the signal system and determined signal system was working as designed. The signals were placed back in service. Longer hood was installed and the signal was refocused to mitigate the effect of sunlight on the signal. We are reporting this event but we do not consider this to be a false proceed.