

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

02/06/2001

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 SYSTEM <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	02/06/2001	Q453-06	Phantom Aspect	10 Signal So. Wye Waycross, GA
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**

16:35, 02-06-01, 10 Signal at Waycross south wye was over-run by Q453-06 to track J02 south bound. Train crew reported they had stopped and rechecked the 10 signal indication and agreed on the restricting indication and passed the signal. Upon arrival, signal personnel observed the sun shining directly into the 10 signal, with Q453 stopped occupying yard lead, 10 signal OS, 5 switch normal, and J02 track. The top red aspect was clearly visible. The middle aspect indicated a white reflection left to right, approximately 1" in height, top and bottom part of lens was darker in appearance. The bottom red aspect indicated dull red to orange appearance. Signal personnel performed full operational checks and inspections with no exceptions noted. Signals returned to service at 21:00 on 02-06-01. A test with a locomotive, signal & transportation personnel occurred on 02-07-01 at 16:30 to simulate the previous days conditions. The test was conducted with bright sun shine conditions. While on a locomotive about 30 feet from 10 signal, observing personnel could not determine when the signal had changed from Stop To Restricting with direct sun light into the face of the signal. Signal department immediately changed the lower red lens, screening and installed longer hoods. We are reporting this event but we do not consider this to be a false proceed.

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
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FEB 23 2001

ATLANTA, GEORGIA