

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
05/05/2002

REPORTING CARRIER (railroad and region or division)

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

**CSX
Transportation
Train Control**

MAIL TO

REPORTING CARRIER (signature/title)

Federal Railroad Admin.

61 Forsyth St SW
Suite 16T20
Atlanta, Ga. 30303

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 SYSTEMS AB APB X TC	05/05/2002	Q68905	None - Phantom	N.E. Osierfield Osierfield , GA Osierfield , GA
2 INTERLOCKING AUTO- REMOTE MANUAL				
3 AUTOMATIC SYSTEMS ATS ATC ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At about 17:40 hours on May 5, 2002 train Q68905 reported an approach signal at the N.E. Osierfield for about 5 to 8 seconds with a train in the block ahead. Investigation revealed that the signal was working as intended and the approach aspect was due to being sunlit and was verified as a phantom aspect. Individual hoods were installed on each affected signal. After this 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.