

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
**05/17/2002**

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.

REPORTING CARRIER (railroad and region or division)

**CSX  
Transportation**

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

**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.

The following abbreviations may be used in the report.

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.

- |                               |                      |
|-------------------------------|----------------------|
| 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	05/17/2002	Q69617	None - Phantom	Monroe Monroe, NC Monroe, NC
AB APB <input checked="" type="checkbox"/> TC				
2 INTERLOCKING AUTO-				
REMOTE MANUAL				
3 AUTOMATIC SYSTEMS				
ATS ATC ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Train Q69617 arrived at Monroe from Charlotte at about 1800 hours. Dispatcher is lined for a mainline move at the north end of Monroe but will put signal to stop and route Q69617 NB out of the siding onto #1 track. The Engineer on Q29217 states he called the signal as a slow clear and as he approached the switch it was lined for main so he stopped train and reported incident to the train dispatcher. Signals were removed from service and signal personnel dispatched to the site. Investigation revealed that the signal was working as intended and the slow clear aspect was due to interference from the sun and was verified as a phantom aspect. Individual hoods were installed on the affected signal and phantom reducing screens were installed. After this mitigating action the signal was rechecked under similar conditions and now exhibits no exceptions. We are reporting this event but we do not consider this to be a false proceed.