

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
11/25/2003

1-13-04

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)

Asst. Chief Engineer Signal Maint.

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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	11/25/2003	Z16025	None: Phantom	Hopple Street Cincinnati, OH
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**

Northbound NS train on #1 track passed by stop signal at 10:19 11-25-03. Logs were pulled and indicated signal was at stop. Train crew reported they had an approach at previous signal at Tower A and then a restricted proceed at Hopple Street. Signal personnel were dispatched and upon arrival, observed signal at stop. Crew also stated that when they saw the dwarf signal, they were about two cars away from the signal and it was lit green-yellow with white lights underneath. As train went by the signal, they also saw red indications with white light, which they took as restricted proceed. With the above information, Transportation officers from NS, CSX, and CSX signal personnel returned to Hopple St. to observe the signal. We observed the sun was shining bright on this day and would have been behind the approaching train's back and could have been shining directly into the signal at the time of the incident. Operational tests were performed on the signal and no exceptions were taken.

Further investigation on 12/01/03 (next day of similar light conditions) was conducted and it was observed that the sun was shining into the signal making it look as though all lights were lit. Dwarf signals on #1 and #2 tracks were realigned forward to vertical. This action substantially reduced the effect of the sun shining on the lenses. Hoods on these signals are 7 inches long. 12 inch hoods have been ordered and will be installed upon delivery. We are reporting this event but we do not consider this to be a false proceed.