

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
12/20/2002

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. 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.

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|-------------------------------|----------------------|
| 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	12/20/2002	Y133-20	None-Phantom	CP Woods Indianapolis , IN
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 OTHE (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At about 1520, the Y133-20, lead engine CSX 2759 and two hoppers, reported a slow approach at CP Woods while travelling eastbound on yard track "B" in the Chevrolet Transfer Yard. The crew of the Y133-20 questioned the IC dispatcher as to their route, when they were informed to stop their movement due to a signal not being requested at the control point. Signal personnel were dispatched to the scene and upon arrival, found the #2E-2 signal displaying a stop indication. The #2E-2 signal is a two position color light signal that has a yellow aspect in the 'A' head and a red aspect in the 'B' head. Observations made 20 feet away from the signal found a faint yellow aspect visible and a red aspect displayed in 'B' position with no signal requested. Further inspection revealed that vandals to damaged the outer lenses of the yellow and red aspects. All ground and cable integrity tested within FRA specifications. Lamp voltages on the red and yellow lamps were 9.5V, with no voltage/current evident on the yellow aspect circuitry with the signal at stop. With the signal requested, depending on the route, either a yellow/red or a yellow aspect illuminates. All routes were lined displaying the correct aspects. This signal displays only slow approach, restricting or a stop indication. The diagnostic logs from the Indianapolis Dispatching Center confirmed that the signal was not requested. Replaced the vandalized lenses, installed longer hoods and returned the signal to operation. We are reporting this event but we do not consider this to be a false proceed.