

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

02/13/2000

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 10 days after a false proceed occurs. If no false proceed occurs during any month or 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.

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

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.

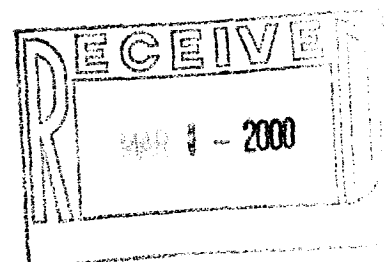
TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> NB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	02/13/2000	Q57911	Searchlight Mechanism	South Orange Grove Pascagoula, MS <i>gub</i>
2 INTERLOCKING <input 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

On February 12, 2000, at 2347 hours the Southward Absolute Signal from the siding at Orange Grove, Signal #6, went in time without a control. At 0012 hours on February 13, the dispatcher reported the signal hung in time and maintenance personnel were dispatched to investigate. At 0040, when southbound Q57911 occupied the siding, the dispatcher had the train crew report the signal aspect. Upon receiving the report that the signal was indicating Red over Yellow while the dispatcher had ordered it to stop, the dispatcher immediately removed the signal from service.

Upon arrival, Signal personnel verified the improper indication. Further investigation revealed that the searchlight signal mechanism had been vandalized. The outer compound lens had been broken, and pieces of the shattered lens were lodged in the signal mechanism causing the mechanism to be stuck in the yellow position.

The signal mechanism was replaced, and the signal was placed back into service following operational testing.



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