

FALSE PROCEED SIGNAL REPORT

No Field Investigation

REPORT FOR (month/year)

5/17/97

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.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, Ga. 30309

REPORTING CARRIER (signature/title)

GENERAL MANAGER SIGNAL MAINTENANCE

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	5/17/97 <i>5/11/97</i>	9026	Rusty Rail	OB Cabin Covington, KY
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 May 11, 1997, at 0124 hours, train Q504-09 struck the rear gondola car of the Lott Yard Job, Y235, within the control point limits at OB Cabin on the Cincinnati Terminal subdivision. Train Q504-09 was traveling northbound through the control point limits at OB Cabin on signal indication. The gondola was occupying the control point track circuit but was not detected due to rusty rail conditions. The incident was investigated by signal personnel on the morning of May 11, 1997. The incident was reported to Mr. Blanchard of the FRA via the FRA Emergency Number at 0700. Mr. Blanchard entered the information on FRA Report No. 386813.

Investigation of the incident showed that at 2302 hours, Y235 shoved a cut of cars into the the KC passing siding from the south end, KC Cabin. The crew made arrangements with the dispatcher to protect their movement by lining the N1 signal at OB Cabin. The N1 signal is the northbound signal for the KC passing siding at OB Cabin. The northbound signal at OB Cabin was still lined at the completion of the movement, indicating the control point was not occupied. The dispatcher then put the northbound signal at OB Cabin to stop. At 0123, the dispatcher lined the N3 signal for the movement of Q504-09. The N3 signal is the northbound signal on the number two main line track at OB Cabin. Q504-09 passed the N3 signal and struck the rear gondola car of Y235.

The track relays for the N1 signal, N3 signal, and the KC passing siding were subsequently tested for shunting