

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
January, 1998

DATE
1-22-98

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 & region or division)
Indiana & Ohio Rail System
DT&I North
Liberty Center Int.

MAIL TO

Department of Transportation
Federal Railroad Administration
Office of Safety, RA-613
Washington, D.C. 20590

REPORTING OFFICER (signature/title)
Manager, Engineering

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 Systems.

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
- AB—Automatic block
- ACS—Automatic cab signal
- APB—Absolute permissive block
- ATC—Automatic train control
- ATS—Automatic train stop
- CL—Color light
- CPL—Color position light
- E—Electric
- EM—Electromechanical
- EP—Electropneumatic
- FP—False proceed
- MB—Manual block
- M—Mechanical
- P—Pneumatic
- PL—Position light
- SA—Semi-automatic
- 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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL	1-14-98	3802	Approach Signal #8	Liberty Center OH
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

It was reported by the train crew on train No. 261-14 that they received a green approach signal northbound at Signal #8, MP 82.22 into a red-over-red home signal at the interlocking. This was confirmed by the signal MTR who was near the interlocking at the time of the report. The signals were taken out of service and the incident was investigated by both RailTex and RCL personnel. After the signal, MTR duplicated the false proceed by placing a shunt in advance of the approach and witnessing the green into a red. Further attempts to duplicate the incident failed. The pole line was walked out and at MP 82.9, it was found that the 8HR1 and 8DR1 were untied on the pole and nearly touching by means of a tie wire. This would cause both the 8DR and 8HR relays to be energized simultaneously, causing a green into a red.

The green aspects were disabled at both approaches to the interlocking and it was placed back in service at 10:00 P. M. January 14, 1998.

(If more space is required, continue on reverse)