

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

January, 1998

DATE

1-20-98

REPORTING CARRIER (railroad & region or division)

Indiana & Ohio Rail System

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

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.: human 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	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 type="checkbox"/> TC				
² INTERLOCKING <input checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	1/14/98	None	1342 Approach Signal	Lima, Ohio
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

Approach Signal 1342 on northbound approach to the Conrail Sugar Interlocking, Lima, Ohio displayed a green aspect into a red home signal at the interlocking. This condition was caused by the control wires 1342 HD and N1342 ND having been transposed where the line wire and aerial cable junction at MP 133.45. This condition was discovered about 9:00 A. M. on 1/14/98 and corrected and placed back into service at 2:30 P. M. The discovery of the false proceed was made by RailTex and RCL signal personnel while making routine tests of the system. It is unknown how long this condition existed, but it appears to have been wired in when the aerial cable was installed several years ago. RailTex acquired this property less than a year ago from the Grand Trunk Railroad.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

GPO 929-025