

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

MAY 1998

DATE

MAY 18, 1998

REPORTING CARRIER (railroad & region or division)

INDIANA AND OHIO RAIL

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)

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 checked="" type="checkbox"/> TC <input type="checkbox"/> AUTO-MATIC	5/17/98	3807	60 R	CINCINNATI, OHIO
2 INTERLOCKING <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 MAY 17, 1998 AT APPROXIMATELY 07:00 AM VANDALS SET FIRE TO A POLE AND CABLES AT MILE POST 10.9 RIDGE INTERLOCKER. THE SIGNAL MAINTAINER WAS CALLED AT 9:00 AM AND FOUND THE POWER AND 7 CONDUCTOR DESTROYED. REPAIRS BEGAN ABOUT 12:00 PM AND WERE COMPLETE ABOUT 06:00 P.M. DURING RECONNECTION THE H's FOR THE 60R SIGNAL SIGNAL WERE TRANSPOSED WHICH GAVE A GREEN SIGNAL INSTEAD OF A YELLOW INTO A RED. THE SIGNALS WERE PUT BACK INTO SERVICE.

AT 10:45 PM THE SIGNAL DEPT WAS INFORMED OF THE FALSE PROCEED AND TOOK THE SIGNALS OUT OF SERVICE THE PROBLEM WAS FOUND AND CORRECTED. THE SIGNAL SYSTEM WAS TESTED AND PUT BACK INTO SERVICE.