

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 04-R-4028

ALLEGED FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
JANUARY, 2001

DATE
15-Jan-01

REPORTING CARRIER

Indiana Harbor Belt Railroad Company
2721 161st Street
Hammond, IN 46323-1099

REPORTING OFFICER (signature and title)

Engineer - Communications and Signals

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 fifteen days after a false proceed signal occurs. 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

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.

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|-------------------------------|----------------------|
| 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	ALLEGED 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"/> AUTOMATIC <input checked="" type="checkbox"/> MANUAL	1/12/2001	CSX TRAIN X747-11 CSX 3139	Signal 7	Hohman Tower Hammond, IN
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

ALLEGED FALSE PROCEED - Hohman Tower, Hammond, IN - 0600 Friday, January 12, 2001.

Light Power from CSX Train X747-11 was traveling from IHB Gibson Yard to CSX Barr Yard. Train was stopped at Westbound Home Signal No. 7 on Track 3 at Hohman Tower, Hammond, IN. Operator made the line up for IHB Train BA3, also Westbound, to proceed West from Track 4 to Track 3 ahead of CSX Train X747-11 Light Power. Hohman Tower Operator reversed Crossover 15 for movement Westbound from Track 4 to Track 3 and pulled Signal Lever 9 to clear Signal for IHB Train BA3's movement from Track 4 to Track 3.

CSX Crew on Train X747-11 claims that Signal 7 cleared to Restricting Aspect (R/Y) for Track 3. Upon receiving this signal, Train X747-11 proceeded West and ran through the Reverse side of the West end of Crossover 15 which was lined against their movement. During interviews following this incident, the CSX crew repeatedly claimed that they had a "bottom yellow" on Signal 7. IHB Crew on Train BA3 claimed they could see the Restricting Signal (R/Y) but could not determine which track it was for. As information, both Signal 7 and Signal 9 are located above the Engineer's rail on a signal bridge.

Signal Department was notified and responded to the scene to investigate. Signal personnel found that the Control Lever for Crossover 15 was locked in the reverse position and the Control Lever for Signal 9 was in the "Clear" position as described by the Tower Operator. The Control Lever for Signal 7 was locked in the "Stop" position.

After the damaged rods in the switch machine were replaced, Signal personnel attempted to re-create the situation as described by the Crew of CSX Train X747-11. In each instance when the Control Lever for Signal 9 was pulled with Crossover 15 reversed, Signal 9 cleared to Restricting (R/Y) as intended and Signal 7 remained at Stop.

After failing to re-create the Alleged False Proceed, Signal personnel then performed all appropriate tests on the signals, switches and cables with no problems found and no exceptions taken to any test results.

The train crew waived formal investigation and accepted discipline.