

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE 01-30-04

MAIL TO

Mr. John C. Reynolds
Signal & Train Control Specialist
Federal Railroad Administration
2 International Plaza-Suite 350
Philadelphia, PA 19113

John.Reynolds@fra.dot.gov

REPORTING CARRIER (railroad & region or division)

Indiana & Ohio Railroad
497 Circle Freeway Drive - Suite 230
Cincinnati, Ohio 45246

REPORTING OFFICER (signature/title)

General Manager

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 failure 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	MP -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 OR TRAIN 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"/> <input type="checkbox"/> X AUTO MATIC	01-24-04	40024 Southbound	DN22 B Relay A21HDPR	Quincy, 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

On 01-24-04, Indiana & Ohio Railroad Train 40024 Southbound reported a Clear aspect displayed on the southbound distant signal to the Quincy Interlocking. After proceeding by the clear signal at Milepost 162.8, Train 40024 approached the Home signal, Milepost 164.1, and encountered a Stop aspect displayed on the southbound home signal with a conflicting CSX train proceeding through the interlocking. Train 40024 was able to stop in approach of the home signal. Train 40024 advised the INOH dispatcher of the improper aspect displayed on the distant signal. At this point, both Distant signals were taken out of service, the southbound being at milepost 162.8 and the northbound being at milepost 166.2 with all train movements being made prepared to stop at the Quincy Interlocking home signals. Notification was made to their independent signal contractor, Railroad Controls Limited (RCL). RCL then dispatched a signal maintainer and two managers to the scene. It was determined that 3 days prior to this incident a biased relay, the A21HDPR, had been replaced at the Southbound Home Signal, milepost 164.1 and replaced with a neutral relay. The coil wires were removed from the A21HDPR to ensure that the signal in question remained at Approach. INOH then notified the Rail America Director of Signal & Communications who then directed that all signal cases be secured by a railroad official until the incident could be confirmed. On 01-26-04 RCL and Director of Signals & Communications recreated the incident, and verified the improper relay was the cause of the signal failure. On 01-27-04, RCL completed testing of all relays and cable, completed operational testing, and then returned the signal system back to regular operation at 16:53. At this time, the signal system was operating as intended.

Attached are circuit plans pertinent to this incident. Note the A21HDPR on sheet 12 of 21. Walter Fithian, Rail America Director Signals can be contacted at 561-245-1506 if additional information is required.

(If more space is required continue on reverse)

FRA F6180-14

Rec 2-4-04