

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
05/11/2000

REPORTING CARRIER (railroad and region or division)

**CSX
Transportation
Train Control**

REPORTING CARRIER (signature/title)

Director Signal Reliability

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

FILE TO

Federal Railroad Admin.
61 Forsyth St SW
Suite 16T20
Atlanta, Ga. 30303

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 using corresponding indications of a cab signal system on each train approaching a signal point, such failures 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
- 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-Semiautomatic
- TC-Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	05/11/2000	IHB Run 518	Design	CP Francisco Blue Island , IL
INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

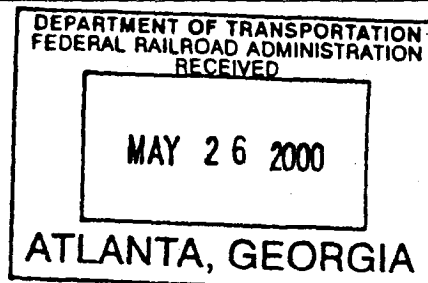
NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On Thursday, May 11, 2000 at approximately 1022 hours Indiana Harbor Belt (IHB) Train Run 518 received a restricting signal at CP Francisco MP DC 14.9 (IHB MP 15.4) to proceed west on Track 1. At the same time, eastbound IHB Train NP 11 accepted an opposing approach signal at CP 123 (IHB MP 17.5) to proceed east on Track 1. Each train proceeded into the block until they viewed the opposing train and stopped. The signals were removed from service and Train Control personnel were dispatched.

Further investigation revealed that the false proceed was caused when the the Call-On feature was initiated by the dispatcher, which permitted a Restricting signal to be displayed at CP Francisco with an opposing signal already entered into the block.

Temporary wiring changes were made to disable the Call-On circuit, and signals were returned to service following operational testing.

The cause was found to be a design error.



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