

ALLEGED FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
FEBRUARY, 1996

DATE
20-Feb-96

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

REPORTING CARRIER

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

MAIL TO

Department of Transportation
Federal Railroad Administration
Office of Safety, RA-613
Washington, D.C. 20590

REPORTING OFFICER (signature and title)

Engineer - Communications and Signals

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	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 type="checkbox"/> AUTOMATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	6-Feb-96	CP 5665	ABSOLUTE SIGNAL 8E	CP HILL BELLWOOD, IL.
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

AT APPROXIMATELY 1:15 PM, TUESDAY, FEBRUARY 6, 1996, THE ENGINEER OF A CP TRAIN, ENGINE 5665, REPORTED THAT ABSOLUTE SIGNAL 8E MOMENTARILY CLEARED FROM RED TO GREEN AND BACK TO RED WITH AN OPPOSING TRAIN SETTING AT THE OPPOSING SIGNAL ON THE SAME TRACK.

OUR DISPATCHER STATED AND REVIEW OF THE CONTROL MACHINE TAPES VERIFIED THAT NO ATTEMPT WAS MADE TO CLEAR SIGNAL 8E FOR HIS MOVEMENT.

SIGNAL PERSONNEL WERE DISPATCHED TO THE SCENE AND CONDUCTED A COMPLETE INSPECTION OF THE INTERLOCKING AND SIGNAL IN QUESTION WITH NO EXCEPTIONS FOUND. ATTEMPTS TO DUPLICATE THE EXISTING SITUATION COULD NOT REPRODUCE THE ALLEGED FAILURE.

ALL TESTS AND INSPECTIONS WERE COMPLETED WITH NO EXCEPTIONS TAKEN AND NO CAUSE FOUND.

IT SHOULD BE NOTED THAT AT APPROXIMATELY 5:15 PM THAT SAME DAY, THIS CREW PASSED AN ABSOLUTE SIGNAL DISPLAYING A STOP INDICATION AT GRAND TRUNK INTERLOCKING, RIVERDALE, IL., AND WERE REMOVED FROM SERVICE. BY CSX TRANSPORTATION MANAGEMENT.

WE HAVE NO RESULTS OF ANY INVESTIGATION OR REPORTS ON THEIR STATUS SINCE THIS IS A CSX CREW AND GRAND TRUNK INTERLOCKING IS NOT UNDER IHB CONTROL.