



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Failed Equipment or Device - Full Wave Rectifier

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
504	8/7/1995	CR		Remote		Train BAL-2AH, En	CP Shocks, Cab Signal at 110L Signal	Shocks Mill, PA	N
Engineer on train BAL-2AH reported cab signal ungraded from RESTRICTING to APPROACH MEDIUM with wayside home signal 110L displaying STOP. Cause was found to be shorted W-10 transformer on 111 track circuit. Transformer replaced, signal system tested and placed back in service.									
57	2/20/1996	BNSF	CTC			Boeing Switcher	Full Wave Rectifier	Mukilteo, WA	N
Boeing Switcher reported that the 2W (westbound signal main 2) signal appeared to be Flashing Red over Red but was very dim. Signal Maintainer found the W-EB full wave rectifier was shorted and causing the 2WLOR relay to pick and drop. With the 2WLOR picking and dropping the voltage to the red bulb was low (5 vac) and pumping, giving the appearance of a dim Flashing Red signal. Signal Maintainer dropped the power off relay to light the signal on DC and bypass the full wave rectifier as a temporary fix. Permanent repairs made to eliminate the full wave rectifiers and use only DC lighting.									

No. of Reports Shown in this Listing: 2