Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Failed Equipment or Device - Semaphore Signal

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
449	1/11/1995	SP	CTC			01CICHX-10	Signal 50RA	Akela, New Mexico	N

Narrative

On January 11, 1995 at approximately 11:10 PM Engineer operating train no. 01 CICHX-10 traveling east, reported that signal 50RA at West Akela was Green and the next signal 52RA was Red. Signal 50RA should have been Yellow.

Under the direction of the Signal Maintainer, the signal system was immediately removed from service and thoroughly tested. It was found that the report made was true. Upon further investigation, it was found that a broken eyelet in the negative armature circuit in the eastbound signal 52RA caused that circuit to remain open and signal 52RA to remain Red regardless of the position of the controlling relays.

The defect was corrected. The signal system was thoroughly tested and found to be working as intended. The system was restored to service on January 12, 1995 at 3:00 AM.

453	2/8/1995	SP	AB			1CHSXF-06 West	Signal 15329	Vaughn/Leoncito, NM	N

On February 8, 1995 at approximately 1:00 AM Engineer operating train 1CHSXF-06 traveling west, reported that signal 15329 was Green and the next signal 15319 was Red.

Under the direction of the Signal Supervisor, the signal system was placed at STOP. Signal personnel inspected the signal system and found that the motor brushes and commutator at signal 15319 were covered with carbon thus preventing the proper operation of the semaphore blade.

After the motor brushes and commutator were cleaned, the signal system was thoroughly tested and found to be working as intended with no exceptions.

The signal system was restored to service on February 8, 1995 at 3:30 AM.

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Report #	Date	Reporting Carrier	Block System / Interlocking / Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
465	3/10/1995	SP	AB	1CHLBT1-07	Signal 15329	Vaughn/Leoncito, NM	N

Narrative

On March 10, 1995 at approximately 3:00 AM, Engineer operating train 1CHLBT1-07 traveling west, reported that signal 15329 was Green and the next signal 15319 was Red for no apparent reason, with no train in the block.

The Signal Maintainer investigated and found that the single arm semaphore signal 15329 was Green but the single arm semaphore signal 15319 was Red due to a defective motor. He made repairs and tested signals, and returned signals to service at 9 AM on March 10, 1995. Signal 15319 was converted to a colorlight signal on March 16, 1995 to prevent any future reoccurrence.

(NOTE: Signal 15319 had also experienced a similar failure on February 8, 1995)

86	8/9/1996	CSXT	APB	Train 361	Semaphore	Salty Block Signal, Rushville, IN	N

On August 9, 1996 Train 361 reported a CLEAR signal at signal E67-31, this signal should have been Red. Signal system was removed from service. Signal personnel investigated the incident and determined that the ratchet pawl was engaged with no battery applied. Ratchet pawl assembly was replaced.

88	8/23/1996	CSXT	APB		Lamp Unit	Signal 1711, Salem, IN	N

On August 9, 1996 Soo Line Train Crew reported a more favorable aspect than desired at signal 1711. Signal system was removed from service. Signal personnel investigated the incident and determined that lamp unit had deteriorated and was obstructing the semaphore arm. The lamp unit was replaced and operational test performed. The signals were placed back in service.

90	9/18/1996	CSXT	APB	Train PO5017	Semaphore	Indianapolis Subdivision, IN	N

On September 18, 1996 Train PO5017 reported that when approaching and passing a CLEAR eastbound signal at MP 102.5 that the Westbound signal at the same location was in the CLEAR position.

Signal system was removed from service. Signal personnel performed operational test and determined that semaphore blade was stuck in the clear position with hold clear mechanism and track relays deenergized.

Repairs to semaphore signal were made and signals performed as intended.

Signal system was returned to service.

Report #	Date	Reporting Carrier	Block System / Interlocking / Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
131	1/29/1997	CSXT	AB	Train J770	Semaphore Mechanism	Intermediate 147.7, Crawfordsville, IN	N

Narrative

On January 29, 1997 northbound train J770 reported their northbound signal was CLEAR and observed the opposing southbound signal at APPROACH.

The signal system was removed from service. Investigation revealed condensation had formed inside the semaphore mechanism housing. Due to extremely cold temperatures the brushes of the semaphore mechanism froze to the armature, preventing the mechanism from displaying the proper aspect.

The condensation was removed from the motor brushes and armature assembly. The seals of the semaphore housing were replaced with new seals and the armature and brushes were cleaned with contact cleaner. An operational test was satisfactorily completed and the signal system was returned to service.

175	11/14/1997	UP	AB	SSW 9690	Semaphore Signal Air Valve	Carrizozo, NM	N

On November 14, 1997 at 03:58 CST, on the Carrizozo Subdivision at Carrizozo, New Mexico, westbound IGTWC-05 observed a Green approach Semaphore signal 1441.5 to a Red signal 1440.3 at the east end of Carrizozo.

An investigation revealed a plugged air valve in the Semaphore signal 1441.5 did not let the signal move to a Yellow position.

The signal system was restored to proper operation, and all applicable tests were performed.

688	3/2/2002	CORP	AB	UP 2459	Semaphore Arm	MP 617.4, Curtin, OR	N

0332 AM, March 2, 2002

The southbound 501, UP 2459, heading to Roseburg, passed semaphore signal 617.5. The engineer looked at the opposing signal, 617.4, and noticed that it was displaying a Yellow indication.

Upon arrival and inspecting, the signal relays, track relays and slot coild were energized, and signal 617.4 was still displaying a Yellow indication.

Upon further inspection to signal 617.4 the buffer for the 617.4 semaphore arm was immovable, held stationary, in its Red position. Inspecting the buffer the grease was stiff, to the point of being frozen. The buffer and buffer chamber were cleaned and new grease installed.

Signal location was then tested with shunts and train movement observed.

Weather conditions for the day of March 02, 2002: frost with patches of ice, outside temperature 33 deg.

No. of Reports Shown in this Listing: **9**