



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Human Error - Signal, Improper Lenses Installed

Report #	Date	Reporting Carrier	Block System	Interlocking System	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
500	7/19/1995	ATSF	CTC			3448	Human Error	Kansas City, KS	N
<p>Approximately 12:20 PM, July 19, 1995, train crew on the work train reported signal 176 was displaying a Yellow aspect for their route, and felt it should have been a lunar aspect. Signal Department was notified and their investigation of the reported incident verified the condition reported. Further investigation determined that the H2 head relay of signal 176 had the wrong color roundel in the left position. The H2 head relay was replaced to provide a lunar roundel instead of a yellow roundel. The signal system was tested to prove proper operation. Person responsible for condition found is under investigation so discipline can be assessed.</p>									
141	10/14/1997	CSXT	CTC			A013-14	None	Horn Industrial Track, Elberton, GA	N
<p>On October 15, the engineer of work train A013 mentioned during a conversation with signal personnel that there was a problem with the dwarf signal on the Horn industrial track at the south end of Norman on the Abbeville subdivision. The engineer said that he had received a Yellow aspect to exit the industrial track onto the occupied siding. The proper signal should have been a lunar aspect for RESTRICTING speed. The signals at the south end of Norman were suspended pending investigation.</p> <p>Investigation revealed that the engineer had received a Yellow aspect to exit the industrial track onto an occupied siding. The signal should have been a lunar aspect indicating a RESTRICTING signal. The wiring in the location was according to plan. Discussion with the signal design group revealed that the Yellow lens had never been changed to a lunar when the operating rules were changed.</p> <p>The Yellow lens was changed to a lunar and all circuit wiring was verified to plans. The location was placed back in service following a complete operational test.</p>									
128	11/22/1997	BNSF		Manual		SPOALB		Loc. CP 143, Pasco, WA	N
<p>Signal Supervisor was notified by Division Trainmaster on Nov. 24 that a train reported passing a signal displaying an ADVANCE APPROACH (Rule 9.1.5) at CP 143 and the next signal was RESTRICTING (Rule 9.1.13) at CP Grapevine. The message said CP 143 was Yellow over Green and CP Grapevine was Lunar under. After Trainmaster spoke with the Engineer, he reported the train was on Main One and at CP 143 the signal aspect west bound was Yellow over Green, at CP Grapevine the route was Main One to the Grapevine Lead with a Red over Lunar. The Engineer reported he knew the route he was lined for and recognized the aspect displayed at CP 143 was incorrect and handled his train accordingly. Rule 9.1.5 ADVANCE APPROACH was NOT listed as an applicable signal for Main One West Bound in the General Order putting CP 143 in service.</p> <p>Upon investigation it was found the 1WB signal at CP 143 had Green, Green, and Red lens installed, when it should have been Lunar, Lunar, Red lens. The correct lens were installed and testing completed at 1400 24 Nov 1997.</p>									

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329	8/15/2001	UP	CTC			BNSF 4486	None	Apache, AZ	N
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On August 15, 2001 at 10:21 MDT, at Apache, AZ on the Lordsburg Subdivision, westbound CDGCO-14, on #1 Tk, reported the westbound approach signal on #1 Track at MP 1063.3 displayed a Yellow over Green aspect into a Red over Lunar westbound home signal at CP S1061, with his route lined from the #1 Tk on the Coal Lead Track.

An investigation revealed the lower colorlight lunar aspect at the westbound signal at MP 1063.30 had a green inner lens installed instead of a lunar lens.

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

No. of Reports Shown in this Listing: 4