



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Human Error - Track Relay Inverted

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
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340	6/2/2002	BNSF	CTC			ZKCKLAC1-01	None	Clovis, NM	N
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On June 2, 2002 at approximately 12:05 MT the KCKLAC1-01A train reported to the Assistant Trainmaster and the Dispatcher that they had a DIVERGING CLEAR aspect at control point Clovis, MP 657.6 on Main Track 2 with seven cars from the eastbound QLACAUG1-31B in the fouling section of the turnout into the South Siding switch off of Main 2. The Signal Supervisor was called and arrived on the scene and observed a false proceed condition. Upon investigation the Signal Supervisor discovered that the 3BXTR track relay which is used to detect trains in the fouling section South Siding switch was in the inverse position. The relay was placed in the proper position and signal changed from DIVERGING CLEAR aspect to STOP aspect.

Trains were cleared from the area for signal testing per dispatcher instruction through the control point. When tracks were cleared, track and time was obtained from the dispatcher and all track circuits in the plant were tested and verified to be working as intended. In addition, all routes through the plant were also tested with no exceptions found. After tests were completed the track and time to the dispatcher was released and the control point at Clovis was returned to service.

No. of Reports Shown in this Listing: 1