



# IronWood Technologies

Railroad Accident Reconstruction

## Federal Railroad Administration

### False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Human Error - Train Crew Took Wrong Signal

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
----------	------	-------------------	--------------	--------------	---------------	-------------------	--------------------	----------	--------------------------

221	1/3/2000	BNSF	CTC			Amtrak 1006	3E Signal, Congress Park Control Point	Brookfield, IL	N
-----	----------	------	-----	--	--	-------------	--	----------------	---

Amtrak 1006 EB main 3 was lined main 3 to 2 at Congress Park (CP) control point through 1 switch reverse. Engineer alleges approach signal was CLEAR and controlled signal was G/R/R. Train took diverge route as intended. Tested all signal mechs (all signals were searchlight), switch correspondence relays, and signal control relays in route. All circuitry free of grounds. Indication locking tested. Signal system found to be working as intended. After the interview with the crew, it is felt the engineer and Road Foreman mistook the EB signal on the opposite end of the plant governing movement over a switch onto main 3 for his high green and missed the R/G/R at the West end of the plant.

655	1/12/2001	IHB		Manual		CSX Train X747-11	Signal 7	Hohman Tower, Hammond, IN	N
-----	-----------	-----	--	--------	--	-------------------	----------	---------------------------	---

Light power from CSX train X747-11 was traveling from IHB Gibson Yard to CSX Barr Yard. Train was stopped at westbound home signal no. 7 at Hohman Tower, Hammond, IN. Operator made the line up for IHB train BA3, also westbound, to proceed west from Track 4 to Track 3 and pulled signal lever 9 to clear signal for IHB train BA3's movement from Track 4 to Track 3.

CSX crew on train X747-11 claims that signal 7 cleared to RESTRICTING aspect (R/Y) for Track 3. Upon receiving this signal, train X747-11 proceeded west and ran through the reverse side of the west end of crossover 15 which was lined against their movement. During interviews following this incident, the CSX crew repeatedly claimed that they had a "bottom yellow" on signal 7. IHB crew on train BA3 claimed they could see the RESTRICTING signal (R/Y) but could not determine which track it was for. As information, both signal 7 and signal 9 are located above the Engineer's rail on a signal bridge.

Signal Department was notified and responded to the scene to investigate. Signal personnel found that the control lever for crossover 15 was locked in the reverse position and the control lever for signal 9 was in the CLEAR position as described by the Tower Operator. The control lever for signal 7 was locked in the STOP position.

After the damaged rods in the switch machine were replaced, signal personnel attempted to re-create the situation as described by the crew of CSX train X747-11. In each instance when the control lever for signal 9 was pulled with crossover 15 reversed, signal 9 cleared to RESTRICTING (R/Y) as intended and signal 7 remained at STOP.

After failing to re-create the alleged false proceed, signal personnel then performed all appropriate tests on the signals, switches and cables with no problems found and no exceptions taken to any test results.

The train crew waived formal investigation and accepted discipline.

No. of Reports Shown in this Listing: 2