



# IronWood Technologies

Railroad Accident Reconstruction

## Federal Railroad Administration

### False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Maintenance - Switch Shunt Wires Broken

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<a href="#">505</a>	8/11/1995	SP	AB			SP 1KCOAF-09	Signal 7401	Walkinghood, KS	N
<p>On August 11, 1995 at approximately 8:00 AM, Engineer operating train no. 1KCOAF-09 traveling west, reported that signal 7401 at the East End of Walkinghood was CLEAR with the switch at the West End lined for the siding.</p> <p>The signalmaintainer found that the shunt wires from the switch circuit controller to the track had been cut off by the switch rod and tie plate, thus eliminating the switch protection.</p> <p>The shunt wires were replaced, and the signals were then found to operate as intended with no exceptions. The signals were placed back in service on August 11, 1995 at 9:00 AM.</p>									
<a href="#">558</a>	4/30/1996	SP	AB			1CVSHC-27	Signal 4926	Bridgeport, Kansas	N
<p>On April 30, 1996 at approximately 8:00 AM, Engineer operating train no. 1CVSHC-27 traveling east, reported that signal 4926, at the west end of Bridgeport, was Green when it should have been Red due to the switch being reversed.</p> <p>Under the direction of the Signal Supervisor, the signal system was put to STOP and then thoroughly tested. It was found that when the stock rail was replaced at West Bridgeport siding on April 29, 1996, shunt wires from the stock rail to the switch circuit controller were left disconnected resulting in the false proceed.</p> <p>Switch shunt wires were connected, and the signal system was thoroughly tested. All tests showed the signal system to be working as intended with no exceptions.</p> <p>The signal system was returned to service on April 30, 1996 at 11:00 AM.</p>									
<a href="#">71</a>	9/12/1996	BNSF	AB	Remote		UP 01XSEAP	Shunt Wires	Vancouver, WA	N
<p>Section crew replaced reverse switch point and stock rail on hand throw switch at MP 136.3 and cut shunt wires from the switch circuit controller to the rail. Switch was equipped with a shunt type circuit and is in ABS territory. The signal maintainer failed to properly check shunt box and the wires that were cut were not replaced. The UP 01XSEAP was lined from Main 2 to Main 1 at Vancouver interlocking and received a Red over Yellow signal with the hand throw switch at MP 136.3 in the reverse position. The signals should have been all Red. The UP 01XSEAP ran through the hand throw switch.</p> <p>Formal investigation on the Signal Maintainer is scheduled for September 27, 1996.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<b>174</b>	11/5/1997	UP	CTC			UP 9367	Shunt Wires	Falls City, Nebraska	N
<p>On November 5, 1997 at 12:10 CDT, on the Falls City Subdivision in Falls City, Nebraska, at Control Point Z384, northbound ZMESE 03 on the main track had CLEAR signals with the siding switch of a crossover movement.</p> <p>An investigation revealed the shunt wires were broken at the siding switch of the crossover at MP 384.4.</p> <p>The shunt wires were replaced. The signal system was restored to proper operation, and all applicable tests were performed.</p>									
<b>280</b>	10/20/2000	UP	APB			UP4051	None	Evanston, WY	N
<p>On October 20,2000 at 10:45 MDT, in Evanston, Wyoming on the Evanston Subdivision, eastbound ZLAAP 18 was on Track 2 and reported eastbound signal 917.4 was Green with the switch at MP 916.8 lined against him.</p> <p>An investigation revealed the shunt fouling wires from the switch circuit controller were not connected to the rail on one side.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
<b>706</b>	1/20/2003	PAL	AB			PAL 2104	Shunt Wire	Louisville, KY	N
<p>PAL 2104 had CLEAR signal @ MP 3.5 in yard limits @ Louisville Yard. Switch @ MP 3.8 Standard Oil x-over was in reverse position.</p> <p>Investigation Determined: Shunt wires on east rail - one was broken off, the other was high resistant at connection to rail.</p> <p>Connectors were replaced &amp; shunt wires reconnected. System functioned properly after corrective action.</p>									

No. of Reports Shown in this Listing: **6**