



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Phantom Signal - Due to Foreign Light Source

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
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498	7/12/1995	SP	CTC			SP 1LBAVT2-11	Signal FM	Sanderson, TX	N
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On July 12, 1995 at approximately 10:45 PM, Engineer operating train no. 1LBAVT2-11 traveling east, reported that signal 5196 was Flashing Yellow and the next signal, the FM approach to the West End of Sanderson, appeared Green, but when the train got to about 1/4 mile from W.E. Sanderson he saw that the signal was Yellow.

Under the direction of the Signal Supervisor, the signal system was placed at STOP and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. Further investigation found that because of the track's curvature in advance of West End signal, at one point the tracks line up directly with a nearby trailer park, and a green light or neon sign at the trailer park could have been mistaken for a Green signal light.

The signal system was returned to service on July 13, 1995 at 5:00 AM.

531	11/8/1995	KCS	CTC			746	?	Noel, MO	N
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At 23:03 hrs on 11/8/95 northbound Extra Train 0006 of the 7th reported going by signal #2046 (approach signal to South Noel) with a CLEAR indication and arrived at South Noel with a Red absolute signal. The train got by the absolute signal but was able to stop before any further incident. Please review attached statement from the Signal Supervisor for more information from testing and from crew interviews. Also find attached a consist report and a train report from dispatchers office.

[From the Signal Supervisor's report] The report was investigated by the Signal Maintainer and myself. We were unable to reproduce the reported conditions. Also nothing was found that would contribute to the reported occurrence, such as grounds or relays out of spect [sic]. We did find that at a place about a mile north of signal #2046 where a street light could possibly be mistaken for a Green signal off in the far distance. This light might very well be mistaken for a signal in the distance if someone was not alert and was not sure of his location.

While later talking to the engineer, I asked him about this possibility, but he did not think so. The brakeman told me that he did not see the aspect of the approach signal which leads me to believe that the crew was not calling signals that night.

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
543	1/3/1996	KCS	CTC			KCS 621	?	Converse, LA	N
<p>At 17:00hrs on 1/3/96 an Extra 621 North the MPASH1 with Engineer, Conductor, Brakeman Trainee, and Road Foreman of Engines was traveling north on the main line at Mile Post 611.50 South Converse and received a CLEAR signal indication. Upon arriving at North Converse, Mile Post 609.64, they realized there was a dark north bound signal. When the train was stopped the Brakeman Trainee stepped out of the cab and looked back south and could see the south bound main line signal and reported it to be CLEAR. The other crew members stepped out to look at the signal and didn't see the signal CLEAR, the brakeman said that it must have went out. [The Brakeman Trainee] has approximately 8 weeks service with the KCS RailRoad. The Signal Supervisor and Signal Maintainer performed all applicable tests and the condition could not be reproduced. The following evening the Signal Maintainer went to the site again on 1/4/96 around the same time of the incident and found that there was a green porch light in the background of the signal at a house near the track, (see Picture Attached) that could have possibly been mistaken for a Green signal. The Signal Maintainer talked to the home owner, explained the situation and got him to change the light bulb to a regular white light. Please find attached a picture of the location, the test records and statements from the Signalmen performing the test and a train report including consist.</p>									
625	1/30/2000	WC				COKEX	Signal 2WA Color Light	Lake Villa West, Lake Villa, Illinois	N
<p>Train COKEX observed a Yellow over Red aspect on signal 2WA for 10 seconds during a meet with train T048 while opposing signal 2EB was CLEAR.</p> <p>Simulations and tests resulted in no defects.</p> <p>A yard light for Snyder Trucking may have caused a phantom signal.</p>									
649	11/13/2000	BRC		Remote			2R	Lemoyne Interlocking	N
<p>Engine reported 2R signal with a Red over Lunar. Engine backed up one engine length in front of signal 2R, signal 2RR had a Red over Dark signal when the engine turned on its headlight on full bottom Dark head seemd to display a near Lunar color, (phantom color). Engineer thought that signal 2R displayed a Red over Lunar. Because of where signal was positioned, south of ship canal bridge which was obstructing view of signal until train was closer to signal. Signal was also located as close to the track as possible to give most range of sight possible. Actions taken: Have relocated to approximately 100 feet north of ship canal bridge and installed twelve feet from center of track allowing maximum visibility.</p>									

No. of Reports Shown in this Listing: 5