



# IronWood Technologies

Railroad Accident Reconstruction

## Federal Railroad Administration

### False Proceed Signal Database

January 1, 1995 through May 3, 2004

Scenario Reenacted, Unable to Duplicate, No Defects Found

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
7	1/8/1995	CSXT	CTC			Train PO8308	None	Richmond, VA	N
<p>On January 8, 1995, Train PO 8308 reported he has a SLOW CLEAR indication from #4 Track to #3 Track at Hillard Road for southbound movement. This signal was not requested at this time; however, northbound signal for #3 Track was, and was indicating.</p> <p>Signal personnel investigated the incident making all required operational tests. The incident could not be duplicated. It was determined that signal system was functioning as intended, and signal system was restored to service.</p>									
452	2/5/1995	SP	CTC			BN 063	Signal 2H	Utah Jct., CO	N
<p>On February 5, 1995 at approximately 10:56 PM, Engineer operating train no. BN 063 traveling east, reported that signal 2H at Utah Jct. was CLEAR when it should have been Red.</p> <p>Under the direction of the Signal Supervisor, the signal system was immediately removed from service and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. The Digicon system showed that signal had not been requested by the dispatcher and was not CLEAR.</p> <p>The signal system was restored to service on February 6, 1995 at 5:10 AM.</p>									
10	2/12/1995	CSXT	CTC			Train Q67611	None	Atlanta, GA	N
<p>On February 12, 1995, Train Q67611 alleged having Lunar over Red indication at signal 10 at top of slide, and then to Dark over Red, this route was not requested at this time. Signal system was removed from service.</p> <p>Signal person performed all required operational tests. It was determined that signal system was functioning as intended. Signal system is restored to service.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
455	2/15/1995	SP	CTC			1LAPCX1-14	Signal 1620	Richvale, CA	N
<p>On February 15, 1995 at approximately 2:00 PM, Engineer operating train no. 1LAPCX1-14 traveling east, reported that signal 1600 displayed a Green aspect and signal 1620 displayed a Flashing Yellow for 15 or 20 seconds before it turned hard Yellow. The next signal ahead 1652 displayed Red.</p> <p>Under the direction of the Signal Engineer, the signal system was removed from service and thoroughly tested. The data from the recorder module at signal 1620 was also reviewed. The tests and the data from the recorder both indicated that the signal system was working as intended with no exceptions.</p> <p>The signal system was restored to service on February 15, 1995 at 5:45 PM.</p>									
457	2/17/1995	SP	CTC			ASBTQ K16	Signal 2281	Stuttgart, AR	N
<p>On February 17, 1995 at approximately 7:27 PM, Engineer operating train no. ASBTQ K16 traveling west, reported that signal 2281 went from Yellow to Yellow over Yellow while home signal at east end of Stuttgart was Red.</p> <p>The Signal Department was notified on February 22, 1995 at 2:30 PM. Under the direction of the Signal Supervisor, the signal system was immediately removed from service and thoroughly tested. Tests could not reproduce the problem and showed the signal system to be working as intended with no exceptions. However, as a purely precautionary measure, the coded line overlay equipment (CAO) which controlled the bottom head was replaced by a double wire double break line circuit.</p> <p>The signal system was restored to service on February 22, 1995 at 8:30 PM.</p>									
11	2/21/1995	CSXT	CTC			Train R322-21	None	Plymouth Road, MI	N
<p>On February 21, 1995, at 1:15 p.m., Train R 322-21 reported they had a CLEAR indication on eastward absolute signal at Plymouth Road, and a STOP indication at the intermediate in advance, with train ahead in block. This route was not requested.</p> <p>Signal system was removed from service. Signal personnel performed all operational tests. Incident could not be duplicated. Signal system was determined to be functioning as intended, and signal system returned to service.</p>									
470	3/21/1995	WC	AB				Signal 161R	Junction City, Wisconsin	N
<p>Signal 161R reported CLEAR for 5 to 7 seconds with train occupying block. Unable to duplicate or find any cause.</p>									
12	3/23/1995	CSXT	CTC			Train P24923	None	Baltimore, MD	N
<p>On March 23, 1995, at 8:16 a.m., westbound passenger train P24923 reported westbound signal off Mare Lead No. 22 went from LIMITED CLEAR to LIMITED APPROACH; signal should not have gone to LIMITED CLEAR.</p> <p>Signal system was removed from service. Signal personnel performed all operational tests and incident could not be duplicated. Signal system was determined to be functioning as intended; and signal system has been returned to service.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
13	4/2/1995	CSXT	CTC			Train Y20502	None	Plymouth, MI	N
<p>On April 2, 1995, Train Y20502 reported they had a SLOW APPROACH at the eastward absolute signal at the Toldeo Wye with switch lined against their movement.</p> <p>Signal system was removed from service. Signal personnel performed all operational tests. Incident could not be duplicated. Signal system was determined to be functioning as intended and returned to service.</p>									
472	4/3/1995	KCS	AB			????	????	Shreveport, LA	N
<p>Mr. David Green (FRA OP) reported that a trainmen had reported that signal no. 5549 at MP-554.95, Shreveport Subdivision, was Yellow with some cars setting beyond the signal. Time, date, engineer, train number or consist are unavailable. All applicable tests were performed at said location and condition could not be reproduced. The following individuals were involved in the testing of the system: Signal Supervisor, Signal Inspector, Signal Maintainer, and FRA Inspector.</p> <p>See attached list of some of the tests performed.</p>									
477	4/13/1995	KCS	CTC			Ext. Military	?	Vidor, TX	N
<p>On 4/13/95 an Extra Military Train was following a Union Pacific Spray Train on Yellows south out of Mauriceville. The crew reported that they had to put the train in emergency just north of Vidor when they realized they were approaching the rear of the UP Spray Train. On 4/17/95 the Signal Supervisor received a report of a false proceed signal #7851 at Mile Post 758.26 as per attached letter. All applicable tests were performed and the condition could not be reproduced. We were unable to get written statements from the train crew concerning the incident. Please find attached the following items, Drawing of the layout of the signals in the block, Statement from the Signal Supervisor concerning the report and follow up, Statement from the Signal Maintainer and Signal Inspector concerning report and test results, Relay test form, and Megger test forms for North Vidor and signal 7581 &amp; 7582.</p>									
14	4/20/1995	CSXT	CTC			Train U23917	None	Jemison, AL	N
<p>On April 20, 1995, Train U23917 reported they received a CLEAR signal at South Jemison up to a Red signal at North Jemison. Train U23917 did overrun Red signal at North Jemison.</p> <p>Signal system was removed from service. Signal personnel, along with the FRA, performed all operational tests. The incident could not be duplicated. Signal system was determined to be functioning as intended, and was returned to service.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
480	5/1/1995	SP	CTC			1DWHLE 01	Signal 619	Frazer, CO	N
<p>On May 1, 1995 at approximately 7:40 PM, Engineer operating train no. 1DWHLE 01 traveling west, reported that signal 619 at east end of Frazer was CLEAR, then suddenly went Red/Red in their face.</p> <p>Under the direction of the Signal Supervisor, the signal system was removed from service and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. In addition, computer room reviewed tapes and found no control sent to that location or no indication of CLEAR signal from East Frazer.</p> <p>The signal system was restored to service on May 1, 1995 at 11:59 PM.</p>									
484	5/14/1995	SP	CTC			BN 1BN681-13	Signal 316LB	E.E. Algoma, OR	Y
<p>On May 14, 1995 at approximately 6:06 AM, BNRR crew (Engineer, Student Engineer, Conductor), operating BNRR train 1BN681-13 traveling west, reported to have entered the east end of Algoma siding with the facing signal displaying Red over Yellow, and while proceeding west on the siding, collided with the rear of Southern Pacific train 1CORVM-14 which was stopped in the siding.</p> <p>Under the direction of the Signal Supervisor, train dispatcher WS66 was asked to duplicate the conditions under which the BN train 1BN681-13 entered the siding. When the switch at E.E. Algoma was reversed and the westbound was cleared into the siding, the facing signal displayed Red over Lunar. This test was repeated several times always with the same result.</p> <p>The signal system was thoroughly tested and the pole line between East and West Algoma was also inspected. All tests showed the signal system to be working as intended with no exceptions.</p> <p>The signal system was restored to service on May 15, 1995 at 4:30 PM.</p>									
485	5/21/1995	SP	CTC			SP 1WCHOQK-21	Signal 116R	Loma Linda, CA	N
<p>On May 21, 1995 at approximately 11:45 PM, Engineer operating train no. 1WCHOQK-21 traveling east on the No. 2 track reported that as he went by signal 116R, the signal was Green. The train then passed into the block between signal 116R and signal 126R and stopped to cut in a helper engine on the rear of the train. The train then proceeded towards signal 126R at Redlands Xover and found the 126R to be Red over Red.</p> <p>Under the direction of the Signal Supervisor, the signal system was removed from service and thoroughly inspected and tested with the train still in the block. Repeated tests revealed that signal 116R must have indicated a Yellow aspect when the train went by it. All tests showed the signal system to be working as intended with no exceptions.</p> <p>The signal system was restored to service on May 22, 1995 at 10:05 AM.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
489	6/17/1995	SP	CTC			SP 1CXPHM-17	Signal 2521	Altheimer, AR	N
<p>On June 17, 1995 at approximately 11:15 AM, Engineer operating train No. 1CXPHM-17 traveling west, reported that signal 2521 was Green and the next signal 260LA, at East End of Altheimer, was Red.</p> <p>Under the direction of the Signal Supervisor, the signal system was removed from service and thoroughly inspected and tested. Every test performed indicated that signal 2521 must have indicated a Yellow not a Green. The signal system was shown to be working as intended with no exceptions.</p> <p>The signal system was restored to service on June 17, 1995 at 4:30 PM.</p>									
16	6/22/1995	CSXT	CTC			Train R220	None	CT, Cincinnati, OH	N
<p>On June 22, 1995, Train R220 alleges having a CLEAR signal at CT just prior to running through switch lined against his move.</p> <p>Signal system was removed from service; signal personnel investigated the incident performing all operational tests. The incident could not be duplicated. Signal system is returned to service.</p>									
491	6/28/1995	SP	CTC			SP Helper	Signal 164RA	Pershing, CA	N
<p>On June 28, 1995 at approximately 2:45 PM, Engineer operating SP Helper Engines traveling east, reported that signal 164RA at the West End of Pershing was Green and when the next signal 166RA at the East End came into view it displayed Red. Signal 164RA should have displayed Yellow.</p> <p>Under the direction of the Signal Supervisor, the signal system was removed from service and thoroughly inspected and tested. All tests showed the signal to be working as intended with no exceptions. The Digicon replay from the Denver computer room corroborated the finding that signal 164RA was Yellow.</p> <p>The signal system was restored to service on June 28, 1995 at 6:20 PM.</p>									

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494	7/6/1995	IHB		Manual		IHB 9206, 9209	Signal 15-16	Dolton, IL	N
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At approx. 0615 am, Thursday, July 6, 1995, IHB train BA-2, Engine 9206 was proceeding eastbound from the IHB Blue Island Yard, Riverdale, IL, on Track 2 when the train passed absolute signal 15-16 in the STOP position at Dolton Interlocking, Dolton, IL. Absolute signal 15-16 is a three unit searchlight signal with GRS Type SA mechanisms.

The IHB engineer stated that he had observed signal 15-16 after passing the ICG overhead bridge and that signal 15-16 was displaying a Red/Red/Yellow aspect for a RESTRICTING indication and was proceeding through the interlocking at Restricted Speed when he was asked where he was going by the Dolton Tower Operator and told to stop his train.

The IHB Conductor was in the trailing unit, IHB 9209 and unable to see the aspect displayed by signal 15-16.

The IHB Helper was on the lead unit, IHB 9206, and said the signal 15-16 displayed a Red/Red/Yellow aspect for a RESTRICTING indication.

The Dolton Tower Operator stated that he never lined the signal lever to clear signal 15-16 for train BA-2's move.

Signal 15-16 will display a Red/Red/Yellow aspect for a RESTRICTING indication only for a following move in the eastbound direction.

The lamp voltages were found to be: Signal 15A - 9.6V; Signal 15B - 9.6V; and Signal 16 - 10.2V. No exceptions taken.

The signal lenses, hot spots and cover glasses were found to be intact, clean and properly aligned. All cable meggered clear. No crosses or grounds were detected. All relays and signal mechanisms were within operating specifications. As traffic locking was functioning as intended. No exceptions taken to any items inspected and/or tested.

Signal was observed the next morning at the same time of day under nearly identical weather conditions with no visibility interference from the rising sun detected.

Train crew was scheduled for investigation on Friday, July 14, 1995, but waived investigation and accepted discipline of thirty day suspension.

499	7/16/1995	HBT		Remote		UP 1619	CL	Houston, Texas	N
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Sunday, July 16, 1995, approx. 11:26 AM, PTR A Job 155, lead engine number UP 1619, moving north on Strutt siding, passed ground mount ME color light signal, did not run through any switches or cause any damage. Speed est. at 10 MPH.

Signal test made by Signal Foreman and Maintainer included visual inspection of signal to assume no holes in housing to allow sun light in, voltage test on light wires, ground test, voltage test on control wires.

No problem found.

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
501	7/25/1995	SP	CTC			SP 1LBMFT-24	Signal FM	West Rosenfield, TX	N
<p>On July 25, 1995 at approximately 6:45 PM, Engineer operating train no. 1LBMFT-24 traveling east, reported that the approach signal to the West End of Rosenfield was Flashing Yellow, that signal FM at the West End was Green and that the next signal, the TM signal at the East End of Rosenfield was Red. The FM signal at the West End should have been Yellow.</p> <p>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.</p> <p>The signal system was returned to service on July 26, 1995 at 10:00 AM.</p>									
502	7/26/1995	SP	CTC			SP 1DALAF-25	Signal RA	East Finley, TX	N
<p>On July 26, 1995 at approximately 7:50 AM, Engineer operating train no. 1DALAF-25 traveling west, reported that the westward absolute signal at the East End of Finley was Green then went Yellow in his face with an eastbound train going into the siding at the West End.</p> <p>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.</p> <p>The signal system was returned to service on July 26, 1995 at 1:00 PM.</p>									
506	8/12/1995	SP	AB			SP 1EPKCT-12	Signal 14174	Three Rivers, NM	N
<p>On August 12, 1995 at approximately 3:50 PM, Engineer operating train no. 1EPKCT 12 traveling east, reported that signal 14174 was Yellow, while the rear of the train ahead no. 1LBCHT1-10 was still in the block.</p> <p>Under the direction of Signal Supervisor J.L. Stevenson, the signal system was thoroughly tested. All tests showed the signal system to be working as intended with no exceptions.</p> <p>The following day, the Division Signal Engineer and the Signal Supervisor made further operational tests and observed the signal at the same time of day for evidence of phantom indication. They found the signal system to be working as intended. They did not, however, that the Electrocode 4 receiver LEDs flashed while being checked for pickup values, so they replaced the Electrocode 4 box and module as a precautionary measure.</p> <p>The signal system was returned to service on August 13, 1995 at 5:55 PM.</p>									
516	9/11/1995	ATSF	AB			811	Unknown	Colmor, NM	N
<p>Approximately 6:10PM, September 11, 1995 Amtrak engineer reported signal 7102 at the west switch of Colmor Red and approach signal 7112 was Green for his train. Signal Department was notified and made operation test of the signal system in question, with no exceptions taken. The control relay for signal 7112 was replaced (22HDR) as a precautionary measure. The signal control relay (22HDR) has been sent to our signal repair shop for more extensive tests and inspections.</p>									

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<b>517</b>	9/22/1995	SP	CTC			SSW8053, 1LBMFT	Signal 1576	Luling, TX	N
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On September 22, 1995 at approximately 7:45 PM, Engineer operating train no. 1LBMFT1-20 traveling east, reported that signal 1576 was Green followed by a Yellow at the West End of Luling, and a Red at the East End of Luling. Signal 1576 should have been Flashing Yellow.

Under the direction of the Signal Supervisor, the signal system was inspected and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. The 1576 signal displayed Flashing Yellow when same lineup was made as was present for the 1LBMFT1-20.

The following evening, at the same time of day, the Signal Supervisor returned to the location and observed that the signal had no phantom indication and was clearly visible.

The signal system was returned to service on September 22, 1995 at 9:40 PM.

<b>526</b>	10/30/1995	CP		Remote		CP 5502	Equip. VHLC - 2WB Sig.	Nasohata West (MP 114.8), Oconomowoc,	N
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Train #571 (CP 5502) reported that the signal out of the siding at West End of Nashatah (MP 114.8) with switch lined for normal move (main line). Engineer reported signal came in for second then went Red.

Dispatcher had Amtrak #7 (westbound) go thru Nashotah West and was going to bring #571 out of siding after #7 but forgot to line switch reverse before requesting a signal clear with a call-on. When he realized what he had done he sent out cancel signal request. We had Electronic Tech in Control Office pull the logs on the Nashotah West location and they confirmed what the dispatcher said that he had done. It showed that the 1WA which is the main line signal, did clear for a second before the dispatcher sent out the signal cancel request. The location at that time, went into time because the East End of Nashotah was lined into the West End of Nashotah.

We tried to duplicate the moves that took place with the dispatcher and shunts but were unable to get the 1WB to show CLEAR. Also tried with another west bound train. All batteries at location showed free of any grounds.

The logs pulled showed that the 1W B signal never showed CLEAR until the switch was lined reverse and then dispatcher requested the signal. Also pulled logs from VHLC and they agreed with logs from office.

The following day when the Engineer came back on duty, I talked with him and told him of our testes [sic] and logs he said that he would hate to think that he was looking at the wrong signal but could have been. The train was sitting back from the signal five or six car lengths. It was also dark and they had been sitting in siding for about one hour twenty minutes.

After talking with the Engineer and making all tests and checking logs I put the 1WB signal back in service.

No further problems have occurred.

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527	10/30/1995	SP	CTC			SP 5HPHLE-30	Signal 6420E	Kyune, CO	N
<p>On October 30, 1995 at approximately 9:05 PM, Engineer operating train no. 5HPHLE-30 traveling east, reported that signal 6420E was Green, with a Red over Lunar at signal 6400E at the West End of Kyune. Signal 6420E should have been Yellow.</p> <p>Under the direction of the Signal Supervisor, the signal system was inspected and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. A visual inspection of the signal, conducted over a three day period following the incident, did not show any malfunctions.</p> <p>The signal system was returned to service on October 31, 1995 at 12:30 PM.</p>									
532	11/12/1995	URR		Remote		Engine #7	---	Signal 176	N
<p>On November 12, 1995, signal 176, a southbound controlled signal, was reported by Engine 7 to have displayed a CLEAR (Green) instead of a MEDIUM CLEAR (Red over Green). The system is a color light system with light-out relay circuits. A printout of controls and indications was obtained from the office system to verify that crossover 187 was in the reverse position. The light-out relays were checked along with the 176 AHR relay and its associated circuits. The relays were tested and all pertinent cable meggered. The exact conditions that took place on November 12 were duplicated, but we could not duplicate the failure. There were no grounds found on the system.</p>									
533	11/16/1995	SP	CTC			SP 1LBHOT-15	Signal 50RA	Akela, New Mexico	N
<p>On November 16, 1995 at approximately 2:50 PM, Engineer operating train no. 1LBHOT-15 traveling east, reported that signal 50RA at the West End of Akela was Green when it first came into view, then changed to Yellow when the train was a mile away, and heading towards the signal.</p> <p>Under the direction of the Division Signal Engineer, the signal system was put to STOP and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions.</p> <p>The signal system was restored to service on November 17, 1995 at 3:30 AM.</p>									
535	11/17/1995	FEC			ATC	426	Not Determined	Espanola, Florida	N
<p>On November 17, 1995 at approximately 19:28 hours train no. 117 engine no. 426 reported cab signal remained at APPROACH HOME Y/R when engine 426 entered the approach code change block located at 1500 feet in advance to home signal 1S at CP South Dorena located at Milepost MJ 28.8. The cab signal should of changed to STOP R/Dark when entering this block. After thorough investigation on 11/17, 11/18, 11/22, 11/27 and 11/28 the events that occurred on the evening of 11/17 could not be duplicated. Extensive testing was performed on the locomotive equipment [at] the field location. A grounded track wire on the 1NBRB east rail and a ground on the N12 battery buss measuring 6 amps at the time of the incident were the only exceptions noted with the normal functioning of the system. The N12 ground was cleared on 11/17 and the track wire on 11/18. With duplications of these grounds during testing no devices failed that would of caused the incident. A recorder board has been installed on the 1NB Electrocode unit and the locomotive CSR unit has been forwarded to the factory for further testing.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
537	11/20/1995	SEPA		Remote			Unknown	Sig. 20L, Newtown Jct. Int., MP 6.2	N
<p>Nature of Failure: Engineer reported passing signal 20L displaying MEDIUM CLEAR and approached next signal, signal 4W at CP Nice, displaying STOP.</p> <p>Cause of Failure: Could not repeat the condition, therefore could not verify that the condition existed. It should be noted the signal 20L does not display a MEDIUM CLEAR for the route taken.</p> <p>Corrective Action Taken: Performed all necessary tests and inspections to determine if the condition existed. It was determined that the system was working as intended and that the reported condition did not exist. Therefore no corrective action was required.</p> <p>NOTE: From the conclusions drawn it is the position of SEPTA that a False Clear condition did not exist and the condition is only alleged.</p>									
538	12/2/1995	SP		CTC		1EUDOQ-KO1, SP	Signal 50LB	Heather, Oregon	N
<p>On December 2, 1995 at approximately 9:13 AM PST, Engineer was lined into the siding at East Heather for a meet with the 1LABRF2-01. The Digicon system showed that signal 50LB at West Heather was at STOP and the switch was normal with signal 50RA cleared for the 1LABRF2-01. [Engineer] later claimed that the signal 50LB was Green, after he ran through the switch and proceeded to East Wicopee.</p> <p>The Signal Supervisor repaired the damaged switch and then thoroughly tested the signal system, and found it working as intended with no defects.</p> <p>Signals were returned to service on December 3, 1995 at 5:00 PM PST.</p>									
539	12/18/1995	SP		CTC		SP 1WCPBM	Signal 6232	Mecca, CA	N
<p>On December 18, 1995 at approximately 7:38 AM, train crew operating the 1WCPBM traveling east, reported that approach signal 6232 went from displaying a Yellow aspect to a Flashing Yellow aspect, with them lined into the siding at the West End of Mecca.</p> <p>Under the direction of the Signal Supervisor, the signal system was inspected and thoroughly tested. All tests showed the signal system to be working as intended with no exceptions. The light bulb was replaced in the 6232 signal, and the signal system was restored to service on December 18, 1995 at 8:30 AM.</p>									
5	12/19/1995	BNSF		Remote		1-G83-18	Alleged 1NA Signal	21st ST. Interlocking, Tacoma, WA	N
<p>Train 1-G83-18 northbound on -1 between Ruston and 21st Street Interlocking reported they had an APPROACH indication at signal 1.6 and when they got to 21st Street Interlocking, crew claims signal 1NA went from APPROACH indication to Red. Dispatcher logs show that no signal was requested and that no signals at this location indicated CLEAR.</p> <p>Tested signal heads, cable, interlocking, and indications back to office - all tests completed with no exceptions taken. (When signal is positioned to other than the Red position with no request from the dispatcher, signal shows as an unsolicited CLEAR and is logged in the log files.)</p>									

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54	1/5/1996	BNSF	CTC			Amtrak 1796	None	Ostrander, WA	N
<p>Amtrak 1796 reported that they had a Green signal at signal 96.2 and a Green over Red at Ostrander Control Point Northbound Main 1 however they went through the crossover from Main One to Main 2. Crew on train 53-866 stopped on Main 2 reported observing the signal line up as a Red over Green for Main One. Testing performed was tested for grounds, tested signal mechanism heads, route locking, approach locking, verified data recorders for the control office and for Signal 96.2.</p> <p>No exceptions taken to the signal system.</p>									
547	1/18/1996	SP	AB			SP 1PXLAM-17	Signal 8220	Hyder, AZ	N
<p>On January 18, 1996 at approximately 7:30 AM, Engineer operating train no. 1PXLAM-17 traveling west, reported that he was approaching the west end of Hyder at restrictive speed because of a Red signal at 8219 and saw that the opposing signal, the 8220, displayed a clear H are over a restrictive D arm before the signal went into the correct position of a restrictive H over a restrictive D.</p> <p>Under the direction of the Signal Supervisor, 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 January 18, 1996 at 4:00 PM.</p>									
548	1/19/1996	SP	CTC			Utah Rwy. Helper	Signal 6327E	Lynn, CO	N
<p>On January 19, 1996 at approximately 1:55 PM, Engineer operating Utah Railway Helper Engine No. UR9002, moving east past Lynn Crossover, reported that he looked back behind his train and observed that the westward absolute signal (6327E) appeared to be displaying a Green over Red aspect.</p> <p>Under the direction of the Signal Supervisor, the signal system was thoroughly tested and found to be working as intended with no exceptions.</p> <p>The signal system was restored to service on January 19, 1996 at 8:00 PM.</p>									
551	1/26/1996	SP	CTC			SP 1LBCXT1-25	Signal 54RA	Mortmar, CA	N
<p>On January 26, 1996 at approximately 12:00 PM, Engineer operating train no. 1LBCXT1-25 traveling east, reported that signal 54RA at the west end of Mortmar displayed a Green aspect and the next signal at East Mortmar was Red and that he had overrun the Red signal.</p> <p>Under the direction of the Signal Supervisor, the signal system was thoroughly inspected and tested and found to be working as intended with no exceptions. Replay showed the signal at East Mortmar was not requested and the 54RAHR was de-energized with the polar contacts in the reverse position indicating that signal 54RA was Yellow when the train passed it.</p> <p>The signal system was restored to service on January 26, 1996 at 5:30 PM.</p>									

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553	2/6/1996	IHB		Remote		CP 5665	Absolute Signal 8E	CP Hill, Bellwood, IL	N
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At approximately 1:15 PM, Tuesday, February 6, 1996, the Engineer of a CP train, Engine 5665, reported that absolute signal 8E momentarily cleared from Red to Green and back to Red with an opposing train setting at the opposing signal on the same track.

Our dispatcher stated and review of the control machine tapes verified that no attempt was made to clear signal 8E for his movement.

Signal personnel were dispatched to the scene and conducted a complete inspection of the interlocking and signal in question with no exceptions found. Attempts to duplicate the existing situation could not reproduce the alleged failure.

All tests and inspections were completed with no exceptions taken and no cause found.

It should be noted that at approximately 5:15PM that same day, this crew passed an absolute signal displaying a STOP indication at Grand Trunk Interlocking, Riverdale, IL, and were removed from service by CSX Transportation Management.

We have no results of any investigation or reports on their status since this is a CSX crew and Grand Trunk Interlocking is not under IHB control.

56	2/11/1996	BNSF	CTC			Train #01-127-11	Signal 116R	South Amory, MS	N
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Northbound BNSF 01-127-11 stated that northbound signal 116R, South Amory displayed a Green over Red aspect. The next signal, 124RA, North Amory displayed a Red aspect. At this time, North Amory was lined for a southbound move with a reverse switch.

Signal Supervisor and Maintainer investigated. Incident could not be duplicated. Signal operation center log indicated no exceptions.

Operational tests and inspections were performed with no exceptions noted.

A recorder was installed at South Amory to monitor signal operation.

554	2/14/1996	SP	CTC			SP 1-6A-13	Signal 986	Troublesome, CO	N
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On February 14, 1996 at approximately 5:08 PM, Engineer operating train no. 1-6A-13 traveling east, reported that signal 986 was Red over Yellow, but as he got closer, he glanced at the signal and observed that it was Yellow over Yellow.

Under the direction of the Signal Supervisor, the signal system was thoroughly inspected and tested. All tests showed the signal system to be working as intended with no exceptions.

The signal system was returned to service on February 15, 1996 at 2:00 AM.

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking System	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
562	6/14/1996	SP	CTC			SP 1LBDAT12	Signal 2816	Sabinal, Texas	N
<p>On June 14, 1996 at approximately 9:20 AM, Engineer operating train no. 1LBDAT12 traveling east, reported that signal 2816 was Green instead of Flashing Yellow, and the next signal at the west end of Sabinal was Yellow.</p> <p>Under the direction of the Signal Supervisor, the signal system was put to STOP and 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 June 14, 1996 at 5:00 PM.</p>									
566	7/31/1996	SP		Automatic		SP 1L374L2-31	Signal 30	Elvas, CA	N
<p>On July 31, 1996 at approximately 4:30 PM, the train crew operating the no. 1L374L2-31 traveling east, reported that signal 30 was Yellow over Yellow when the next signal was Red over Red. The proper aspect for signal 30 should have been Red over Yellow.</p> <p>Under the direction of the Signal Supervisor, the signal system was immediately put to STOP. The signal system was inspected and thoroughly tested and found to be working as intended with no exceptions.</p> <p>The signal system was returned to service on August 1, 1996 at 11:00 AM.</p>									
568	8/19/1996	SP	AB			SP 1MNGVC-17	Signal 8461	Ordway, CO	N
<p>On August 19, 1996 at approximately 10:40 PM, Engineer operating train no. 1MNGVC-17 traveling west, reported that signal 8461 at the east end of Ordway was Green. Signal 8461 should have been Red because the switch at the west end of Ordway was reversed.</p> <p>Under the direction of the Signal Supervisor, the signal system was thoroughly tested. It was found that the Red lamp in signal 8461 had burned out therefore it was dark when it should have been Red. Other than the burned out Red bulb in Signal 8461, all tests showed the signal system to be working as intended with no exceptions.</p> <p>The signal system was returned to service on August 20, 1996 at 7:00 AM.</p>									
569	9/1/1996	SP	CTC			SP 1WCEUQ31	Signal 32LA	Bealville, CA	N
<p>On September 1, 1996 at approximately 1:35 PM, Engineer operating train no. 1WCEUQ31 traveling west, reported that signal 32LA, at the East End of Bealville, was Green; the next signal, the 26LA, at the Bealville Crossover, was Red. Signal 32LA should have been Yellow.</p> <p>Under the direction of the Signal Supervisor, 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 September 1, 1996 at 6:00 PM.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking System	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<a href="#">113</a>	5/12/1997	BNSF	CTC			H-MCKC4-10	None Noted	Sibley, Missouri	N
<p>At 1430 hours on May 12, 1997 westbound train H-MCKC4-10 reported that the westbound approach signal, 4221, was Flashing Yellow and the next signal at the East End of Sibley was Red. The dispatcher had an eastbound lineup at East Sibley from single track to the south track for the P-PXWSI-10. The H-MCKC4-10 was westbound on the north track approaching the end of double track at East Sibley.</p> <p>The train crew consisted of Engineer and Conductor. They stated that the signal displayed what they perceived as a normal Flashing Yellow aspect until they were approximately 3-4 car lengths from the signal when it changed to a solid Yellow. The crew stated that they thought the dispatcher had pulled down the lineup and forgot to notify them. They had no problem making a normal stop at E. Sibley. The signal was lit upon arrival by the signal inspector and the signal displayed a solid Yellow aspect. The signal in question does not display a Flashing Yellow aspect. Signal tests were performed as follows: checked office logs, tested relay contacts for high resistance, looked for loose connections, inspected pole line, and inspected signal via train ride. No defects were noted and were unable to duplicate condition reported.</p> <p>As a precaution, the light control unit and light bulb were changed.</p>									
<a href="#">118</a>	9/11/1997	BNSF		Automatic		E-MEACDM023	None	Shattuc, IL	N
<p>Train E-MEACDM023 reported that the approach signal to the Shattuc Automatic Interlocker was Green and that the absolute signal at the Shattuc Interlocker was Red and a CSX train was occupying the interlocker. E-MEACDM023 was traveling eastbound and got by the absolute signal. Signal Dept. forces from both the BNSF and CSX responded to conduct signal tests, review the information from the event recorder and simulate the event with track shunts. All tests reproduce the event with the timing shown on the event recorder were negative, and tests for cross and grounds, relay values, approach locking and inspection of signals and equipment showed no defects. The interlocker is maintained by the CSX and the BNSF approach signal and track circuits are maintained by BNSF.</p>									
<a href="#">587</a>	10/5/1997	IMRL	CTC			IMRL 218	None	Deer Creek, Iowa	N
<p>On October 5, 1997, Engineer on train 98K 04 reported that he observed the eastward absolute signal at East Deer Creek as displaying a Yellow aspect. The proped aspect for the eastward absolute signal at East Deer Creek at this time was Red. This signal had not been lined by the dispatcher.</p> <p>Signal Department personnel were immediately called to investigate this incident. Personnel performing operating tests and were unable to duplicate this incident. Personnel viewed the log report and replayed the events as they occurred from the CTC Computer System which indicated the eastward absolute signal at East Deer Creek was never lined for train 98K 04.</p> <p>The only exception found by Signal Department personnel was the hood was not secured on the lower light unit. This condition is still under investigation to determine if the reflection from the sun could have [ends in mid-sentence]</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
123	10/8/1997	BNSF	CTC			UINBROO108	None	Towal, WA	N
<p>Signal Supervisor was notified by SCC, approximately 1415 10-08-97, that a train had passed a Red absolute signal at West Towal. After talking to NOC, Supervisor it was determined that at West Towal the replay showed no signal had been requested, no EB signal was cleared, switch was reversed, WBK was on, and OS circuit was occupied. While Signal Supervisor was in route to West Towal, Trainmaster interviewed the train crew and reported the approach signal 121.2 displayed an APPROACH, then when they were about five to six cars from the signal the signal displayed APPROACH MEDIUM. On approach to West Towal the signal displayed STOP and the train crew could not stop their train before passing the signal displaying STOP. The engine stopped approximately 15 feet past the signal. The train crew reported the approach signal was properly aligned and had a bright aspect. The day was overcast with intermittent rain showers, All tests and inspections were made at both West Towal and at the signal 121.2 with no exceptions taken to any equipment. Signal aspect observed at approx. same time of day and no exceptions taken. An event recorder has been installed at signal 121.2 and will be monitored.</p>									
124	10/9/1997	BNSF	CTC			STACBPA109	None	Wishram, WA	N
<p>On Friday 10/10/97, at 16:00 Pacific time, Signal Supervisor was informed by the Superintendent that there was an alleged false proceed at Wishram Center at around 22:00 Thursday night, 10/9/97. A train crew near Maryhill claimed they overheard a conversation between the dispatcher and STACBPA109 train crew about going by a CLEAR signal at Wishram Center into a Red signal at Wishram East. The CTC logs were pulled, and it was determined that they did have a signal at Wishram Center, but the aspect cannot be determined by the logs. At that time, East Wishram had not been lined yet.</p> <p>Signal Supervisor and Signal Inspector tested both Wishram Center and Wishram East and could not duplicate the reported problem and took no exception to the operation of the signal system at these locations. The train crew was interviewed by the Superintendent in Vancouver when they returned Friday night, and they verified what the other train crew reported.</p> <p>Signal Supervisor talked to Engineer on 10/15. He thought the dispatcher lined the signal, then took it away putting the plant in time. According to the CTC logs, this did happen earlier, but it was long before they would have seen it at Wishram Center. The engineer advised he called the dispatcher immediately to report the incident and was told by the dispatcher to continue on.</p>									
631	5/2/2000	IMRL	APB			UP 9730	None	Byron, Illinois	N
<p>On May 2, 2000, Engineer on westbound train ICHLB 02 reported that while operating on Red signals and after passing eastbound signal 891 he looked toward the rear of his train and observed signal 891 displaying a CLEAR aspect. The Engineer reported that his train was occupying the block for signal 891 when the CLEAR aspect was observed. The proper aspect for signal 891, at this time, was Red.</p> <p>Signal Department personnel were notified at 10:00 PM and immediately began a complete investigation of this incident. Personnel tested relays, meggered cables, and inspected signal light wires and the pole line. Attempts were also made to recreate this incident by shunting tracks and with actual train movements. Signal would not clear until shunts or train was completely by signal 891. Subsequent to tests, signal system was functioning as intended and returned to service at 04:40 AM on May 3, 2000. Signal Department personnel were unable to duplicate this alleged false proceed report.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
637	6/26/2000	IMRL	CTC			IMRL 105	None	Ipsco, Iowa	N
<p>On June 26, 2000 at approximately 23:06 hours, crew on train L82726 reported observing eastward absolute signal 1E at Ipsco displaying a CLEAR aspect when lined into the pocket track with cars setout in the pocket track. The proper aspect for signal 1E at Ipsco at this time was Lunar.</p> <p>Signal Department personnel were immediately notified and arrived on the scene to promptly investigate this incident. Personnel duplicated the conditions as reported by lining signals and shunting tracks which resulted in signal 1E displaying a Lunar aspect as intended. Personnel then reviewed the VHLC data log which verified that signal 1E displayed a Lunar aspect for train L82726 which was the proper aspect. Signal Department personnel were unable to duplicate a CLEAR aspect as reported. Subsequent to tests, signal system was returned to service.</p>									
640	7/20/2000	WC	AB			L017-20, WC 6620	Signal 2516	Stevens Point, Wisconsin	N
<p>As NB train L017 passed approach signal 2517, Engineer looked back and observed SB signal 2516 at APPROACH while the 52 car train was still on the circuit.</p> <p>No defects found. Unable to replicate after numerous simulations. Signal returned to service after testing complete.</p>									
229	7/25/2000	BNSF	CTC			Train SLGBNYC6-2	None	Ormonde, IL (Chillicothe Sub)	N
<p>Train SLGBNYC6-22, operating eastbound on Main track 2 reported that he had a CLEAR (Green) signal displayed at Signal 1942 and then had a DIVERGING CLEAR (Red over Green) at Ormonde control point. The Signal Supervisor, Signal Inspector and Signal Maintainer responded to interview the train crew, recreate the lineup and perform tests to verify the conditions of the signal system. When the lineup was made to simulate the conditions as reported by the train crew, the proper aspect (Flashing Yellow) was displayed at signal 1942. After performing cross and grounds, visual and operating characteristics of appropriate relays, megger tests of cables and visual inspections of the pole line and instrument cases, no exceptions were taken. Signal 1942 was observed for alignment and visibility with no exceptions taken. The Signal Supervisor interviewed the train crew prior to beginning testing. They stated that they could see signal 1942 without any problem. It was also noted that the train crew was not completing the Signal Awareness Form as required by BNSF System Special Instructions.</p>									
646	8/25/2000	MRL	CTC			BNSF 4799	None	Missoula, Montana	N
<p>On August 25, 2000 at approximately 08:27 hours, crew on eastward train STACSPM122 reported signal 1246 as displaying a Yellow over Lunar aspect when the next signal in advance at West Missoula was displaying a STOP aspect with the West Crossover lined reverse which was against the movement for this route. The proper aspect for signal 1246 at this time was Yellow.</p> <p>Signal Department personnel were immediately notified and investigated this incident. During this investigation, personnel performed operating tests, indication locking tests, ground tests, meggering tests of all involved cables, tested all involved relays, tested involved searchlight signal mechanisms, took voltage readings on all involved equipment and tested the involved Electrocode units.</p> <p>Signal Department personnel were unable to duplicate this alleged false proceed incident. All tests and inspections revealed the signal system functioned as intended.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
656	1/26/2001	DH	CTC				Signal 584.4	MP 584.4, Afton, NY	N
<p>The following incident was reported to B. Velasco from T. Otis. A southbound train #8859 (empty coal train) reported having a CLEAR signal at the south approach (signal 584.4) to CPF587, and then stated that the southbound home signal at CPF587 was at STOP and the switch was in the reverse position. They reported putting the train in emergency and stopping approximately one car length north of the southbound home signal.</p> <p>Several tests were made at that time to find a cause. No cause has been found and testing is ongoing at this time, by use of recording devices.</p>									
663	4/21/2001	CN		Manual		4601	36B Signal	New Orleans, LA	N
<p>On April 21, 2001 at approximately 11:10 a Union Pacific train crew AV07 went by 36B signal with an alleged CLEAR signal (Green over Red) and proceeded into the plant when he noticed 19 switch lined against them. The train crew notified the East Bridge Operator, and the operator said he hadn't pulled the lever to give them the signal.</p> <p>There was a BN train on the Public Belt track going up the Huey P. Long Bridge. He had the 31 signal lined and the lever still out. 20, 21, and 22 switches were already lined reverse for the UP crew AV07 but 18 and 19 switches were still lined normal.</p> <p>The Inspector arrived at about 13:10 and found 36B signal vandalized. All the hoods were knocked off and the lenses had been hit with rocks and were cracked. At this time the Red aspect could be seen, and not mistaken for anything other than a Red, from the Shrewsbury crossing just south of the signal. Inspector checked for grounds at the signal house, no grounds found. He went over the steps the operator had taken that morning and attempted to reenact the incident. The 36B signal remained Red. When 18 and 19 switches were normal and the operator cleared 36B signal, the inspector reported the signal was Yellow over Red. Then the operator lined the route up to the bridge, 18 and 19 switches lined reverse and called for the 36B signal. 36B was Yellow over Red. All circuits were clear going up to the Huey P. Long Bridge and no grounds were found at East Bridge. The reported incident could not be reproduced. Due to excessive vandalism at this location, on April 25, 36A and 36B signals and the cable were replaced for precautionary reasons.</p>									
664	5/9/2001	IMRL	APB			IMRL 358	None	Savanna, IL	N
<p>On May 9, 2001, Engineer on train I 111B 07 reported that while proceeding eastward on No. 2 Track to run around train occupying the Main Track, both eastward signals at Plum (No. 2 Track and Main Track signals) displayed CLEAR aspects simultaneously. At this time the proper aspect for the eastward signal governing movement on the Main Track was CLEAR and the eastward signal governing movement on No. 2 Track should have displayed a Red.</p> <p>Signal Department personnel immediately investigated this incident and determined the signal system functioned as intended. Personnel meggered all underground cables, tested relays, performed ground tests, performed switch tests, performed fouling tests and tested searchlight signals. Personnel also performed operating tests multiple times to recreate this incident. Subsequent to tests, signal system functioned as intended.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
670	6/19/2001	METX		Manual		EJ&E #666	Tested/No Defects (see attached)	Spaulding Interlocking, MP 32.6, Chicago, Illin	N
<p>Westbound EJ&amp;E locomotive #666 reported a CLEAR signal at Spaulding, signal 10L. Train proceeded past signal for head-room to shove back into Spaulding Yard. Operators claim that no signal was displayed for that move.</p> <p>Signals at Spaulding Plant were put to STOP until Plant could be inspected. The following tests were performed: 236.102, 236.107, 236.109, 236.378, 236.379, 236.380. Test results were recorded and plant was found to be working as intended. (results attached) Plant was placed back in service at 12:01 AM with no restrictions.</p>									
677	7/27/2001	CP		Manual		CP 5653	Signal 3WB	Bryn Mawr Interlocking	N
<p>It was reported that signal 3WB indicated CLEAR (Green) for a call on move by crew of CP 5653. All data &amp; info was retrieved &amp; all tests performed. Indicated no defects. Please see following attachments [nothing attached].</p>									
294	8/21/2001	BNSF	CTC			M KCKIHB1 19, Eng	None	Ransom, IL	Y
<p>Train M KCKIHB1 19, Engine ATSF 663, alleges that while operating eastbound on Main Track 2 near Ransom, Illinois, they proceeded past block signal 812 displaying a Flashing Yellow aspect and then collided with the rear end of train Q LACNYCI 17, which was stopped just beyond signal 782. The train crew did not know the aspect displayed by signal 782. The signal instrument housings in the area were locked until the arrival of a FRA representative. The signal housings were jointly entered by the FRA representative and signal supervision of BNSF. The position of relays were noted with no exceptions taken. Testing of the signal system was initiated to simulate the train movements with no exceptions taken. Cross and grounds, megger and relay visual and electrical tests were performed on associated apparatus with no exceptions taken. The wiring in the signal mast at Signal 812 was removed for visual inspection with no exceptions taken.</p>									
689	2/26/2002	MRL	CTC			BNSF 1016	None	Eddy, MT	N
<p>On February 26, 2002, Engineer on train XPASABE123 reported that while approaching eastward intermediate signal 240, the signal was first observed as displaying a Green aspect, then the signal was observed as displaying a Flashing Yellow aspect. The proper aspect for signal 240 at this time was Flashing Yellow account the eastward absolute signals at East Eddy were Red.</p> <p>Signal Department personnel promptly investigated this incident. Personnel checked the electronic log reports for the HLC equipment at East Eddy and West Eddy which revealed the signal system was functioning as intended. Personnel checked the electronic data log reports for Digicon, which revealed the system was functioning as intended. Personnel checked the electronic data logger report the the Electrocode equipment at signal 240, which revealed the signal system was functioning as intended with signal 240 displaying a Flashing Yellow aspect at the time of the occurrence.</p> <p>Signal Department personnel also performed operational tests, performed relay tests, megging tests, tested relays, performed ground tests and inspected wiring. Subsequent to tests, signal system functioned as intended.</p> <p>Signal Department personnel were unable to duplicate this alleged false proceed incident. All tests and inspections revealed the signal system functioned as intended.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking System	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<a href="#">335</a>	3/12/2002	BNSF	AB			RNCA 0023-12A	None	Maltby, CA	N
<p>Road Switcher RNCA 0023-12A reported seeing Signal 1166.1 go from Red to Green then back to Red while ETD of ZMEMRICH-109A was still in view.</p> <p>Incident took place at 2020 PST. Crew reported incident at 2400 during job debriefing at end of shift. Signal was immediately taken out of service and Signal personnel were called to investigate. Cross and Ground tests, Relay tests, Cable Insulation tests and progressive shunt test of location were made with no exceptions found. Signal 1166.1 was put back in service at 0710 PST 03/13/02.</p> <p>Interview with Train Crew was conducted and it was determined that they had followed two trains westbound out of Port Chicago MP 1164. The first was Local LNCA 2141-12A which cleared in the siding at Maltby. The second was ZMEMRICH 109A. RNCA 002312A witnessed normal signal operation in ABS. When LCNA lined the switch behind them after clearing in the siding Signal 1166.1 went Green for ZMEMRICH 109A then dropped Red as he entered the block and stayed Red until they left the block. RNCA 00213-2A witnessed the Green from 1 1/2 to 2 miles away while in approach to Signal 1165.1 and couldn't tell where the ETD ahead of them was in relation to Signal 1166.1.</p>									
<a href="#">344</a>	11/26/2002	BNSF	AB			VMCISBD8-25	None	Coal City, Illinois	N
<p>Train crew on westbound VMCISBD8-25 allege that they went by automatic signal 511 which displayed a Green aspect, then observed the next signal, 541, displaying a Red aspect, which then upgraded to Yellow and then Flashing Yellow. Signal 511 should have displayed a Yellow aspect due to a train ahead. Signal department employees responded and performed tests to simulate the position of the trains involved, with no exceptions taken to the aspects displayed by signal 511. Further testing was conducted including cross and grounds, electrical tests of all relays, shunting sensitivity tests of track circuits and megger tests of all cables. Visual inspections were performed of all junction boxes and the poleline with no exceptions. The internal wiring in the signal mast at signal 541 was removed for visual inspection with no exceptions taken. At the conclusion of all tests, inspections and shunting, no exception to the operation of the signal system was taken.</p>									
<a href="#">375</a>	2/5/2003	BNSF	CTC			UROOEV105A	None Found	East North Dalles, VA	N
<p>The train crew of UROOEV105A reported that at around 14:30 Pacific Time on February 5, 2003, they observed a Flashing Yellow at the westbound intermediate signal 96.1 into a Red over Red at the East North Dalles control point. There was a train ZCHCPTL903A on the siding at that time, and the switch was lined reverse. This was reported to the Signal Supervisor on 2/14/2003 at around 08:30. The dispatcher's log showed that a westbound signal was requested into the siding, but would not clear. There was also a train parked on the main at this time. The train crew reported it to the dispatcher, but when the Signal Maintainer heard the conversation, he told them he would take care of it. He told me he did not recognize the problem as an alleged false proceed, so he did not call for help.</p> <p>Signal technician tested the signal at 96.1 on 2/14/2003, and took no exception to this location. Signal Supervisor, Signal Technician, and Signal Inspector tested East North Dalles control point, and could not duplicate the problem. There was a recorder at the intermediate signal, but too much time passed and the data had already been overwritten.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
376	3/6/2003	BNSF	CTC			ZWSPKCK906	None	Gorin, MO	N
<p>SOC reported that at 12:10 am, the westbound Z-WSPKCK 9 06 had gotten by a Red signal on Main One at Gorin, MO. Crew alleged that the absolute signal displayed a CLEAR aspect and that the 2741 signal displayed a CLEAR aspect. Data logs from recorder at Gorin were retrieved and determined from the information that the westbound absolute signal displayed a STOP indication. Logs from NOC and data log retrieved from Gorin revealed that an eastbound signal was cleared through the west crossovers. Westbound train trailed through the west switch located on main track one. Signal system was set up in the same manner that existed. Signal aspects were checked, there were no exceptions taken, all signals worked as intended. Relays and signal mechanisms were tested, cross battery and ground tests were performed and no exception taken. Indication locking was performed on the 2L signal. Signal system was found to be working as intended.</p>									
710	4/16/2003	ARR	CTC			4016	None	Anchorage, AK	N
<p>Train 4016 South with Engineer, Student Brakeman, Brakemen, and Conductor. This was the relief crew that dog caught the train at Reves. Train crew reported the distant signal at MP 121.3 to be Yellow over Yellow and the absolute southbound signal at CP 1198 to be Yellow over Red with a diverging switch. The signal at CP 1198 were tested and verified that the aspect displayed was Red over Yellow at CP 1198. Event recorders at the distant signal and at CP 1198 as well as CP 1170 were checked and verified the aspects displayed were correct. No exceptions were taken to any of the signal appliances. Interviews of the crew members involved have been completed, and the results of the testing are being explained to all trainmen. No exceptions were found with the signal system. All light wires to the signal were megged, all signal tests were completed on the affected signal.</p> <p>Attached are the graphic representations of the data downloads from event recorders at the D signal MP 121.3, the VHLC at CP 1198 and CP 1170.</p>									

Report #	Date	Reporting Carrier	Block System	Interlocking System	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
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715	8/21/2003	CP	CTC			CP 8526	Sig. 1W	MP 385.9, Vermillion, MN	N
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[Text of e-mail message from Timothy L. Lyon (S&C Supervisor, LaCrosse, WI), to himself on 8/25/2003]

On Thursday night at about 2302 I was contacted by Operations Control Center that a train had reported a signal displayed a DIVERGING CLEAR and that the signal should have been a DIVERGING APPROACH.

I immediately had the local maintainer go to the site and test the signal. Maintainer arrived on site and had the Dispatcher request the same line-up as had been requested for the train. Signal displayed a DIVERGING APPROACH. Site was ground tested with no exceptions found. Signal head and junction box were inspected with no defects found.

On Friday morning I contacted the Technician in the Soo Line building for a copy of the logs from the CTC system for the timeframe involved in the accident. Those logs are attached to this message.

On Friday morning, after talking to the Technician, I then drove to the site and was met by the Signal Maintainer. We proceeded to retest the signal again. The line-up was duplicated from the previous evening when the incident occurred. We had the Dispatcher duplicate the entire move, including the stack request. The signal, when lined displayed a DIVERGING APPROACH.

We then meggered the cable from the house to the signal with no exceptions found. We also did another ground test with no exceptions noted. We also inspected the signal head and junction box with no exceptions noted.

Signal lamp voltages are as follows: Green 9.0, Yellow 9.0, Lunar 8.6, Red 9.0. With signal 1W lined for DIVERGING APPROACH, voltages are: Red 8.2, Yellow 8.6.

With signal 1W lined through the crossover from Main Track to Track #2, aspect was a DIVERGING APPROACH in all tests. Incoming codes from East Hastings during the test remained a Code 1 & 2 during the entire test.

Outgoing codes were a Code 1 & 3. All codes are as prescribed by the print.

Control point to the west is East Hastings, all signals were displaying Red aspects as no signals had been lined at this location as shown in the attached logs.

Train that reported this incident was train # 297-20 (CP 8526).

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<b>388</b>	10/21/2003	BNSF	CTC			Q LACAUG 618	None Found	Estelline, TX	N
<p>Dispatcher reported two EB trains at East Estelline. The 1st EB train had a Red signal at E. Estelline and was talked by the signal. The 2nd train also had a Red signal at E. Estelline and was being talked by the signal when the signal went Green. The 1st EB train advised the 2nd EB train that the signal at E. Estelline should not be Green because the rear of their train just passed the approach signal at MP 233.6. The signal at E. Estelline for the 2nd EB train should have been Yellow.</p> <p>After extensive testing, the alleged false proceed could not be duplicated. After consultation with BNSF Signal Engineering and GE Global Signaling (coded track equipment manufacturer) it was decided to change out the coded track systems at both the intermediate signal 233.6 and E. Estelline. In addition, a recorder was installed at intermediate signal 233.6 and a 216DL recorder module inserted into the newly installed Electrocode 4H at E. Estelline. Operating Department personnel and the engineers on both trains are aware of our pending results and remedial actions.</p>									
<b>426</b>	11/4/2003	UP			ATC	UP 4418	None Found	Fairfax, IA	N
<p>On November 04, 2003 at 12:55 CST, in Fairfax, IA on the Clinton Subdivision, eastbound ZOAG16 01, on track #1, had a CLEAR cab signal, and could see ahead that the eastbound signal at MP 92.60 was Red. The cab signal changed from CLEAR to RESTRICTING at MP 93.48.</p> <p>An investigation of the cab signal system on the UP 4418 and on the track from MP 95.50 to MP 92.60 could not duplicate the report. Recorder tapes from UP 4418 revealed that the cab signal was falsely clear between MP 95.50 and MP 93.48.</p>									
<b>720</b>	12/21/2003	CN	CTC			WC 5707	Sig. 544 S. Trk Circuit	State Line South CP	N
<p>At approx. 16:18 on 12/21/03 SB Engine WC7507 reported a R/G aspect at State Line S. MP into a R/D aspect at approach signal at Grim Rd. MP 54.4. At approx. 17:10 CN2554 reported the same.</p> <p>Plant was taken out of service, signalmen tried to reproduce defective aspect. Unable to simulate the defective signal in the field. Tested for grounds, none found.</p> <p>Recorder at S. State Line shows track circuit bobbling to the south. New turnout being installed at MP 53.0 earlier this day was adversely affecting the circuit at this time.</p> <p>4 rail bonds were found off in the circuit at the new turnout location. Bonds were replaced.</p> <p>At the same time an indication problem was occurring between the Dispatcher's office and the field at State Line South. Indications were lost or delayed. Once the ATCS radio was reset in the field indications began to function normally.</p> <p>Temp was 45deg and sunny with no snow on the ground. This report is being submitted by the request of [redacted].</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking System	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
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726	3/27/2004	CN	CTC			Unk	N/A	Crenshaw, MS	N
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At approximately 1730 crew of southbound train G8869125 reported an alleged false proceed at signal 44.1 on the Yazoo Subdivision. This signal is the approach signal for southward movement to North Crenshaw control point located at MP 46.8. This is ATC territory, authorized speed 79 mph for passenger, 60 mph for freight trains.

Train crew advised they had received a Green over Red (CLEAR) indication for their movement and observed a Red over Yellow (DIVERGING APPROACH) at the North Crenshaw absolute signal, MP 46.8, for southward movement to the siding track. Upon arrival at the location, the Signal Inspector, Signal Supervisor and Manager S&C observed signal 44.1 to be displaying a Yellow over Red indication. The dispatcher was contacted, who advised the southbound absolute signal 46.8 was at STOP. Through coordination with the dispatcher, the investigative team operated the control point through all possible scenarios. In all cases, proper indications and code inputs were observed. All circuits at the location were then tested for grounds with an external battery source and were found to be free of grounds. ElectroLogic unit at the control point was then downloaded. This download indicated that as train G8869125 passed signal 44.1 with the switch at North Crenshaw in the reverse position, signal 44.1 was displaying a Yellow over Green (APPROACH DIVERGING) indication with absolute signal 46.8 displaying a Red over Yellow.

The investigation revealed no facts which would substantiate that the signal system was not operating as intended at the time of the alleged incident.

No. of Reports Shown in this Listing: 72