



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Vandalism - Cable Damaged by Digging

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
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65	5/30/1996	BNSF	CTC			Train #01-168-29 -	Aerial Cable Shorted	Ashland, NE	N
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At approximately 21:21 hours train crew on eastward train #01-168-29 reported that the absolute signal on main track two West Ashland (2E signal) displayed an APPROACH MEDIUM aspect and that they could see that the next signal, absolute signal at Ashland Crossovers (2E signal) was dark. Signal maintenance personnel investigated and determined that two wires in the aerial cable was shorted between West Ashland and Ashland. The two circuits shorted together were the 40LA-42LB RYGP and the 38 RAFY.

The sequence of events were as follows:

Train 01-168-29 was sitting west of absolute signal 2E at West Ashland. The dispatcher requested the 2E signal which did not line. This signal should have displayed an APPROACH aspect since Ashland had not yet been lined, however, with the 38 RAFY energized it caused the signal to display an APPROACH MEDIUM aspect. The 38 RAFY being energized also caused the Red repeater at Ashland to de-energize. Since the dispatcher had not requested the 2E signal at Ashland the Harmon Logic Controller (HLC) de-energized the red bulb voltage. Maintenance personnel megged cable and used spare wires to replace damaged wires. Operational checks performed with system working as intended.

Inspection of the cable did not reveal how or why these wires had become shorted. The cable in this area was then replaced. After new cable was in service a closer examination of old cable revealed that the cable had been partially cut. This damage had been caused by outside contractor who had been removing open line wires. The contractor pulled line wires over cable which cut through insulation and into wires.

331	9/12/2001	UP	CTC			UP6822	None	Kress, IL	N
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On September 12, 2001 at 01:48 CDT, at Kress, IL on the Geneva Subdivision, westbound CMHVC 12, on track #3 at MP 32.1, reported their cab signal cleared for their train on track #3, when the westbound signal on track #2 was CLEAR (cab signals on track #3 should display RESTRICTING when westbound train is cleared on track #2).

An investigation revealed that required track wires were still connected to tracks #2 and 3. These wires were shorted together while performing directional boring, and fed cab signal energy intended for track #2 to track #3.

The signal system was restored to proper operation, and all applicable tests were performed.

No. of Reports Shown in this Listing: 2