



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Vandalism - Instrument Case, Cable, or Junction Box Damaged

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
462	2/21/1995	ATSF	CTC			829	Relay	Winslow, AZ	N
<p>Approximately 4:20PM, February 21, 1995 train crew on the H-KCBA1-20 reported westbound intermediate signal 2861 displayed Green over Green aspect for their train as they were departing Winslow. Signal Department was notified and on arrival found signal 2861 displaying a Yellow over Green aspect with the next westbound signal at West Winslow Red. The investigation determined that a vehicle had hit the signal instrument house causing the 1ALGR relay to lay on its side allowing the 2861 signal to display Yellow over Green instead of Yellow. The relay was returned to its normal position and the signal system was tested to prove proper operation.</p>									
471	3/27/1995	CNW	AB			SPMPA 6850	143ATR	Peoria, IL	N
<p>On 3/27/95 at approximately 1500 hrs. SPMPA reported southbound signal #143 Green with cars parked in the block south of the signal.</p> <p>Investigation revealed that vandals had attempted to knock over an instrument case at MP 72.8 by rocking it back and forth. The track relay and others were dislodged from their trays and tipped over as a result. This prevented the signal from going to Red. A report (95-9341) was filed with the Peoria Police Dept.</p>									
482	5/4/1995	ATSF	CTC			526	Underground Cable	Near Lucy, NM	N
<p>Approximately 5:11 AM, May 4, 1995, crew on the S-KCLB5-03 reported they were lined westbound into the siding at the east end of Lucy with a Red over Green aspect at control signal (L) and the approach signal 8261 displayed Green instead of Flashing Yellow for their train. Signal personnel were notified and their investigation of the reported incident verified the condition reported. Further investigation determined that a contractor installing an antenna tower for radio control of the CCT control point, had driven a ground rod through the underground cable that runs from the instrument house to the westbound control signal (L) at the east end of Lucy. This condition provided a cross path for the B10 battery conductor and the LAHDP conductor. The LAHDP is the pole change circuit for approach signal 8261. The underground cable was repaired temporarily and signal system tested to prove proper operation. Later the same day (5/4/95) the damaged underground cable was replaced and signal system retested.</p>									
15	6/19/1995	CSXT	CTC			Train R69718	Vandalism	North Rocky, TN	N
<p>On June 19, 1995, Train R69718 reported a MEDIUM APPROACH at North Rocky, TN. This route was not requested. Train crew reported vandals shooting firearms at signal housing; Train Dispatcher removed signals from service.</p> <p>Signal Department personnel investigated incident and discovered vital signal cable and extensive damage from vandalism.</p> <p>Signal personnel completed repairs and made all operational tests. Signal system was returned to service.</p>									

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42	7/21/1995	UP	CTC	Manual		UP5040	None	Fort Worth, Texas	N
<p>On July 21, 1995, at 10:46 (CDT) on the Dallas Subdivision at Tower 55, the northbound home signal at Control Point T756 displayed a Yellow signal, and the westbound home signal on Track No. 2 at Control Point T944 displayed a Yellow signal with westbound LDCV-20 occupying the interlocker on No. 2 track.</p> <p>An investigation revealed the GP relay for the westbound Home Signal at Control Point T944 was tipped over from the case being struck by contractor equipment.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
19	9/5/1995	CSXT	CTC			Train P62405	#6 Signal	N. Boynton Beach	N
<p>On September 5, 1995 Train P62405 reported that Train P62705 had a medium clear out of siding while P62405 had a clear signal down the main line.</p> <p>Signal system was removed from service. Signal department personnel investigated the incident and discovered that vandals had damaged junction box causing the LBRG control to contact the LBDG control.</p> <p>The junction box was repaired and operational test completed. Signal system was returned to service.</p>									
52	11/28/1995	CSXT				NPST-26	None	Orinosa, Utah	N
<p>On November 28, 1995, at 13:45 (CDT) on the Elko Subdivision, westbound train NPST-26 had a Green aspect at Signal No. 830.1, a Flashing Yellow aspect at Signal 827.7 and a diverging Red over Lunar aspect at Signal CP F826.</p> <p>An investigation revealed the signal case at MP 827.7 had been run into by a vehicle and upset relays RLPR, 180CTR, and DRAR which had to be replaced.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
545	1/15/1996	CR	CTC			Amtrak #277, Engin	Signal 1212N	Styvesant, NY	N
<p>Engineer on Amtrak #277 reported that cab signal changed from CLEAR to RESTRICTING at cut section 122.9 and signal 4N at CP124 was Dark. Cause was found to be A2TR relay at C.S. 122.9 being inverted due to impact to instrument case from a deer which was struck by a train. Relay was found to be hanging upside down with its front and heels made while in the de-energized position. Relays were changed out and signal system tested and returned to service.</p>									

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102	4/9/1996	UP	AB			LTN71/09	H-Relay	Near Mitchell, Wisconsin	N
<p>On April 9, 1996, at approximately 22:00 (CDT) on the Milwaukee Subdivision Westbound LTN71/09 was stopped with 15 cars passed westbound signal 80.13 was observed displaying a Yellow signal.</p> <p>An investigation revealed that vandals had destroyed the signal equipment including several relays in the signal house at signal 80.13. The "H" Relay was broken and stuck in the up position.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
83	6/8/1996	CSXT	CTC			T64108	Vandalism	Intermediate Signal 3.2, St. Albans, WV	N
<p>On June 8, 1996 at approximately 1832 hours, trains T64108 and V61507 traveling westbound at M.P. 2.7 observed eastbound signal at 3.2 displaying an APPROACH with their train on circuit.</p> <p>Signal system was removed from service.</p> <p>Signal personnel determined that vandals broke into signal control house and damaged relays causing 32 HDR relay from deenergizing.</p> <p>Repairs to equipment and operational test performed.</p> <p>Signal system is now functioning as intended.</p>									
154	3/21/1997	UP	CTC			UP9453	None	Kansas City, Missouri	N
<p>On March 21, 1997, at 17:50 CST on the Kansas City Terminal Subdivision, CRMWL-20 was east bound stopped on Track No. 2 across the insulated joints occupying both the east and west track circuits at the intermediate signal location at Mile Post 280.4. The westbound signal at Mile Post 280.4 was observed displaying a Yellow over lunar.</p> <p>An investigation revealed the signal cabin at Mile Post 280.4 had been hit and knocked a foot off center dumping all the relays in the house.</p> <p>The relays were all righted, the signal system was restored to proper operation, and all applicable tests were performed.</p>									

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443	7/31/1998	CSXT	CTC			Q22929	None	East Junction, Hamlet, NC	N
<p>At approximately 0130 on the morning of July 31, Q22929 reported the distant signal to East Junction at CLEAR with no signal requested at East Junction. The signals were removed from service and signal personnel dispatched to investigate.</p> <p>Signal personnel arrived at approximately 0200 and verified the CLEAR signal at the distant signal. The investigation revealed that the signal case at East Junction was hit by a vehicle. Upon opening the signal case at East Junction, signal personnel found the DR relay on its side. The contacts on the relay were made, thereby causing the false signal.</p> <p>The relay was righted, operational tests performed, and the signals were placed back in service at 0300.</p> <p>Signal maintainer verified that bungalow was struck by City vehicle. CSX police spoke to City personnel [GVH].</p>									
215	8/28/1998	UP	CTC			SP 8267	None	Delta, CA	N
<p>On August 28, 1998 at 22:30 PDST, on the Valley Subdivision at Delta, CA, westbound MBROA-28, on the main track at Mile Pole 296.25, observed the westbound signal out of the siding display a Yellow signal with the switch lined normal.</p> <p>An investigation revealed vandalism in the control house left the LBHPR relay turned over.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
281	10/25/2000	UP	AB			CSXT 8670	None	Ogden, UT	N
<p>On October 25, 2000 at 13:30 MDT in Ogden, Utah on the Lakeside Subdivision, westbound ZAPT 25, on the main track, reported the westbound Signal 769.5 was Yellow with the track circuit west of the signal occupied.</p> <p>An investigation revealed a road grader had struck the instrument case at MP 767.20 and tipped over the track relay for the track circuit west of westbound Signal 769.5.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
283	11/9/2000	UP	CTC			AMTK39	None	Ironton, UT	N
<p>On November 9, 2000 at 06:31 MST in Ironton, Utah on the Provo Subdivision, eastbound AMT6-08, on Track #1, reported the eastbound approach signal at MP 699.80 to Ironton displayed a Green aspect with the crossover in Ironton lined and occupied.</p> <p>An investigation revealed the signal case at MP 699.80 had been struck by a vehicle on the service road and the 98H and 98D relays were upside down.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									

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339	5/20/2002	BNSF	CTC			Unknown	CPL	Stockton, CA	N
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WB train (ID unknown) reported 2W signal at MP 1120.7 displayed Red/Green indication for route through #1 crossover UP Diamond into Red 77LB signal MP 1122.2 at West Stockton. Signal Maintainer was notified at 14:05 and confirmed aspect at 15:44. Signal Construction Supervisor was notified immediately and Maintainer was instructed to protect the route by spiking and clamping the #1 crossover in the normal position, open battery to the switch motors and to notify the Dispatcher that the crossover was out of service until investigation could be completed. Investigation revealed cause to be failure of cable conductor insulation and shorting of B10 to 77LBHDP circuits in ground mounted junction box at West Stockton.

Previously Dwarf Signal 77LB had been run over and destroyed by loader replacing switch panel at West Stockton. Signal had been replaced by Construction Gang. Cross and Ground, Color tests and appropriate locking tests had been performed by Signal Inspector with assistance, and all tests completed with no exceptions noted.

Upon further investigation, it was determined that the ground mounted junction box had also been driven over by the loader and had broken at the connection to the riser box, below ground level. This damage was not visible under normal inspection. The cable conductors that shorted were stretched across the break and the stress on the conductors had gone undetected during re-installation and testing of the signal.

Corrective action: Junction box was replaced, B10 and 77LBHDP circuits were moved to spare conductors within the cable, appropriate tests were made to assure system was working as intended, crossover #1 at UP Diamond was put back in service at 11:30 AM 05/21/02.

704	11/19/2002	SEPA	AB				Track Relay	Automatic Signal 330, Pennbrook, PA	N
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Vandalized relay case caused weather conditions to fail relay. See attached report from Foreman.

[following is the entire text of the attached report]

This morning at 6:30 AM signal maintainer [redacted] received a trouble report from the C&S desk that automatic signal 330 was reported dark. This signal is on SEPTA's main line just south of Pennbrook Station.

[redacted] proved the signal lamp to be good and noticed that the AR relay was up with a train in the approach block. As a precaution the maintainer set automatic 330 to STOP AND PROCEED.

The cut section case in automatic 330's block was vandalized. A solid shunt was applied across the rails at the relay end of 330AT circuit and the track relay did not respond. The track relay remained in the energized position after being physically removed from the relay rack.

The state of the relay remained unchanged because it had been exposed to the elements and was covered with ice as a result of the vandalized signal case.

Repairs were made to secure the case and the track relay and its repeater were replaced and tested.

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345	11/23/2002	BNSF	CTC			PRICBIRI20A, CSXT	195TR & 195XTR	Memphis, TN	N
<p>At 2235 hours the PRICBIRI20A reported that the southbound signal on Main 1 at South Yale was showing an APPROACH aspect while the CSXT 269 was still fouling the main track. The crew of the CSXT 269 while backing off Main 1 into the yard at South Yale reported seeing the switch throw back normal while they were still occupying the circuit. Signal Supervisor and two Signal Maintainers responded to investigate. The Signal Supervisor and Maintainers found that they could not open the left door to the instrument case that housed the relays for this location. Damage was discovered at the bottom front corner of the relay case. Upon opening the right door and looking down the shelves, they observed three relays lying on their backs. The 194 RTR, 195 TR, and the 195 XTR were turned on their back. The relays were placed in their normal position and tested for proper shunting. Further testing was performed to confirm the proper operation of the 195 switch and 194L signal with no exceptions taken. It is believed that whatever damaged the instrument case caused the relays to be knocked out of their normal position on the relay shelf.</p>									

No. of Reports Shown in this Listing: **18**