



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Vandalism - Pole Line

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
520	10/2/1995	SP	AB			Switcher JOB 891	Signal 9040	Phoenix, AZ	N
<p>On October 2, 1995 at approximately 2:00 AM, Engineer operating switcher JOB 891 traveling east reported that signal 9040 was Green while switcher JOB 888, making a move at 15th Avenue, had switch 374 lined for the team track but was clear of the fouling section. Signal 9040 should have been Red.</p> <p>Under the direction of the Signal Supervisor, the signal system was thoroughly tested. The cause of the problem was found to be a line wire wrap between line wires 9040H, 9040D and 9034H west of 15th Ave. near MP R-905.1. Marks found on the pole near the wrap indicated it had been hit by a truck, thus causing the wrap (the line wires were strung too tight to have been wrapped due to high winds).</p> <p>The line wires were unwrapped. The signal system was tested and found to be working as intended with no exceptions.</p> <p>The signal system was returned to service on October 2, 1995 at 8:30 AM.</p>									
2	11/6/1995	BNSF	CTC			Train #1347	Signal 2136.3	Galva, IL	N
<p>Dispatcher reported an unsolicited CLEAR aspect on the westbound absolute signal at Galva on Main track #2. Amtrak #1347 westbound on Main #1 verified to Signal Supervisor that the approach signal on Main #2, Signal #2136.3, displayed an APPROACH MEDIUM aspect with the absolute signal at Galva displaying a STOP aspect. Amtrak had been instructed to stop at Galva even though the train was not on the track affected.</p> <p>Wire thieves stole copper communication wires at MP 136.9. There were (12) twelve spans of wire stolen. The tails of the copper wire that were left were laying in the signal wires. This caused the 2136-FYR relay to falsely energize thus causing the signal at 2136.3 to be display an APPROACH MEDIUM aspect in lieu of an APPROACH aspect.</p> <p>Correction: Removed all copper wires that were hanging down in the open signal wires. Made operating tests and left working ok.</p>									
60	3/31/1996	BNSF	CTC			106 of the 30th	Bare Copper Wire Bridging HD and DD	Between Radnor and Brimstone	N
<p>Train 106-30 reported signal 1248.2 Green with signal 1246.4 Yellow and West Radnor Red over Lunar. Signal 1248.2 should have been Flashing Yellow. Vandals had been cutting copper communications wire down which become wrapped in the signal wires between 1248.2 and 1246.4 causing the signal at 1248.2 to be Green instead of Flashing Yellow. Distances between signals are as follows: 1248.2 to 1246.4 8850 feet; 1246.4 to West Radnor 11000 ft and West Radnor to East Radnor 1000 ft. on a 0.2 descending grade. This signal spacing provides adequate braking distance. All lose copper either cut down or tied up to clear signal wires.</p>									

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120	9/26/1997	BNSF	AB			SF3680	Signal 1401	Elks DTC Bolck near Lafayette, LA	N
<p>Train P-NWOCLO1-26/engine SF3680 reported signal 1401 Green with next signal 1415 Red with no other trains in vicinity. Upon arrival Signal Supervisor and Signal Maintainer observed the above condition and placed 1401 signal to STOP. Further investigation revealed signal 1415 was Red due to a failed rectifier which shorted down the signal batteries at 1415 signal. Signal 1401 was Green account line wire 01G was wrapped with the 15PCR line wire which falsely held 1401 Green. The line wrap was caused by a dozer working under our poleline near mile post 140.05. The dozer had hit one of our poles and caused a hard wrap. There wasn't any trees or brush in this area and the dozer apparently belongs to a farmer doing work in the field next to the BNSF property. After line wrap was removed and rectifier replaced, signal 1401 was restored to service, all circuits tested and ok for service. Electrocode will be installed in this area to retire the poleline circuits.</p>									
172	9/27/1997	UP	AB			None	None	Shreveport, LA	N
<p>On September 27, 1997 on the Reisor Subdivision at Shreveport, Louisiana, the northbound signal 315.7 at milepost 315.6 (Hollywood Junction) was observed to display a Green aspect with the track north of the signals occupied.</p> <p>An investigation revealed scrap wire, laying on the pole line north of signal 315.7, shorting and false feeding signal control circuits.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
224	2/11/2000	BNSF	CTC			XSPMWLM110	Signal 144R	Kansas City, KS	N
<p>XSPMWLM110 was northbound on main track 2 and reported, while a train was still in the block between Rosdale and 30th Street, North Bound Signal at Bravo displayed Yellow then Red then Green then Red then Yellow. This was reported to repeat several times. Bravo is at MP 5.6, Rosdale is at MP 3.9 and 30th Street is at 2.2. There are no intermediate signals in between these control points.</p> <p>Investigation revealed bailing wire in pole line at MP 3 was shorting Main 1's 22RHD1 circuit to Main 2's 6LR1 circuit. This allowed positive battery to bypass the breaks in the track circuits north of MP 2.85. The dispatcher had requested a signal north bound at Rosdale Main 2, when the rear of the first train passed north of MP 2.85 the signal at Rosdale would clear intermittently, allowing a Green aspect to be intermittently displayed at Bravo.</p> <p>Bailing wire was removed from pole line. Operation tests were performed and the system operated as designed. Cause is due to vandalism, Special Agents and police notified.</p>									
311	5/8/2001	NS	AB			9571	Line Wire Circuit	Columbus, OH	N
<p>At approximately 10:18 a.m. on May 8, 2001 Train No. 615 southbound reported a CLEAR signal indication at automatic signal 134.1 with automatic signal 135.1 at STOP AND PROCEED and southbound train LY18 approximately 500 feet in advance of the signal 135.1. Crew of train 615 stopped approximately 1000 feet short of signal 135.1 and notified the Dearborn dispatcher.</p> <p>C&S personnel investigated and found a piece of line wire bridging the line wire circuit between the H and D wires. The wire was laying across the line wires at MP AM 134.9. The line wire was inspected and the signals were restored to service.</p>									

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No. of Reports Shown in this Listing: 7