



# IronWood Technologies

Railroad Accident Reconstruction

## Federal Railroad Administration

### False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Vandalism - Signal Damaged, Caused Unintended Signal Aspect

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
163	8/29/1997	UP	CTC			SP8574	None	Slover, CA	N
<p>On August 29, 1997, at 12:45 CDST, on the Mojave Subdivision at Slover, CA, eastbound 1MBKWC.K22 observed a Yellow over Yellow approach signal 487.8 with the home signal at West Slover Red.</p> <p>An investigation revealed vandals had removed the back plate of the lower signal at 487.8, allowing sunlight to shine through, which produced a mistaken Yellow aspect.</p> <p>The signal system was restored to proper operation and all applicable tests were performed.</p>									
168	9/15/1997	UP	AB			Yard Job	None	Commerce City, CO	N
<p>On September 15, 1997, on the Greely Subdivision at Commerce City, Colorado, the southbound Yard Job reported the northbound signal at milepost 4.0 displayed a Green indication with the track occupied north of the signal.</p> <p>An investigation revealed that vandals had painted the red lens of the northbound signal at milepost 4.0 with blue paint, which caused the signal to appear to display a Green indication.</p> <p>The painted lens was replaced with a red lens, the signal system was restored to proper operation, and all applicable tests were performed.</p>									
122	10/1/1997	BNSF	CTC				3E Signal - Searchlight Mech	Mississippi St. Control Point, St. Paul, MN	N
<p>On Oct 1, 1997 at 1643 CST, vandals shot out both signal heads on the eastbound controlled signal on the eastward track (Main 2) at Mississippi Street on the Minnesota Division, St. Paul Subdivision, causing 3E signal to display the aspect Dark/White Light. Both A and B head searchlight mechanisms were replaced and testing completed at 0300hrs CST Oct 2, 1997.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
178	12/11/1997	UP	CTC			UP 3539	None	Pace, MO	N
<p>On December 11, 1997 at 09:25 CST, on the Sedalia Subdivision at Pace, Missouri, eastbound MKCAS-09 observed the eastbound approach signal on track #1 at milepost 59.0 indicating a Yellow over Yellow signal, with the eastbound home signal on track #1 at CP M058 indicating a Red signal.</p> <p>An investigation revealed the eastbound approach signal at milepost 59.0 had a bottom signal head that has one light which is yellow. The access door to the bottom signal head was open and sunlight shining into the back of it gave the appearance of a Yellow signal on the bottom head.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
196	6/24/1998	NS	CTC			CR 6116	Vandalism	Westminster, SC	N
<p>At approximately 8:15 AM, train No. 266 was northbound on Track #1 when the crew observed the signal on Track #2, signal 532.2, displaying what appeared to be an APPROACH DIVERGING, Yellow over Green. Since they had a CLEAR signal on their track, they knew they were lined onto single track at Jason, and the signal on Track #2 should not have been better than APPROACH. They reported this as a false proceed to the dispatcher.</p> <p>Signal personnel were called to investigate and found that the door was open for only the green aspect in the bottom color light unit. Sunlight was shining through the lens on this signal that was facing almost due west due to the track alignment at this point. Compounding the incident was the fact that the bottom red which should have been lit was burned out. Had the bottom red been lit, this would have been an improper signal.</p> <p>The screw-lock that secured the signal doors had been removed, apparently by an outsider. The signal was secured with a padlock to prevent recurrence.</p>									
189	10/19/1998	BNSF	CTC			BN 7908, HPASFT	GRS SA Mechanism	Spokane, WA	Y
<p>At Parkwater Interlocking, the BN 3018 light power took a Flashing Yellow signal eastward at Parkwater. He went through the OS and onto the East track, 1E signal did not return to the Red position when de-energized. The GRS SA mechanism stuck in the Yellow position. This gave the BN 7908 a more favorable signal (Yellow) than intended. The 1E signal did drop off when the BN7908 entered the OS. The BN7908 proceeding on the Yellow aspect struck the BN 3018 which was stopped causing @ \$200 00 damage and no injuries. We were able to duplicate the stuck mechanism in our tests. The 1E signal had been vandalized and may have caused the mechanism to stick. The GRS SA mechanism was replaced and the new mechanism was tested, and system restored to service.</p> <p>Incident called in to FRA and recorded as Case # 460535 by Rutherford.</p>									

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<b>238</b>	2/13/2000	CSXT	CTC			Q57911	Searchlight Mechanism	South Orange Grove, Pascagoula, MI	N
<p>On February 12, 2000, at 2347 hours the Southward Absolute Signal from the siding at Orange Grove, Signal #6, went into time without a control. At 0012 hours on February 13, the dispatcher reported the signal hung in time and maintenance personnel were dispatched to investigate. At 0040, when southbound Q57911 occupied the siding, the dispatcher had the train crew report the signal aspect. Upon receiving the report that the signal was indicating Red over Yellow while the dispatcher had ordered it to stop, the dispatcher immediately removed the signal from service.</p> <p>Upon arrival, Signal personnel verified the improper indication. Further investigation revealed that the searchlight signal mechanism had been vandalized. The outer compound lens had been broken, and pieces of the shattered lens were lodged in the signal mechanism causing the mechanism to be stuck in the Yellow position.</p> <p>The signal mechanism was replaced, and the signal was placed back into service following operational testing.</p>									
<b>666</b>	6/4/2001	NICD	APB			2006	Line Circuit	Michigan City, IN	N
<p>Foreign signal governing entrance to NICTD main line was vandalized causing false feed of line circuit controlling NICTD dwarf signal 317. False feed was removed and signal tested okay. Foreign line is now locked out of service. NICTD is developing plans for new NICTD-maintained dwarf signal governing entrance to mainline from foreign railroad.</p>									
<b>683</b>	12/2/2001	KCS	CTC			KCS 685	Vandalism	Jaudon, MO	N
<p>At 14:21hrs on 12/2/01, train #RUN8, (IFG Local), with Engineer and Conductor, with a consist of 0 loads, 20 empties, 800 tons and 2169 feet was in the siding at the south siding switch at Jaudon waiting on a meet with train #000230, (KCSH North), with Engineer and Conductor, and a consist of 21 loads, 15 empties, 2813 tons and 2281 feet. RUN8 was aware of the meet and was told that the north bound train #000230 was lined north up the main line by the siding switch. The crew on RUN8 notified the signal desk that the trailing signal out of the siding was displaying a Lunar (RESTRICTED signal). This location is not capable of displaying a Lunar. Upon investigation of the report by Signal Maintainer [redacted], it was discovered that the SA mechanism had been vandalized, shot by a rifle which knocked out the red lens but didn't break the bulb.</p>									

No. of Reports Shown in this Listing: 9