



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 Phantom Aspect

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
81	2/5/1996	CSXT	CTC			Train Q21603	Eastbound Signal	Brentwood, MD	N
<p>On February 5, 1996 at approximately 1200 hours, eastbound train Q21603 reported he had an APPROACH indication at Brentwood Intermediate (M.P. BA35) with train Q29203 ahead in block.</p> <p>Signal system was removed from service.</p> <p>Signal personnel investigated the incident making all required tests. It was determined that the signal has been vandalized, damaging 4 signal lamps and that the cover on the back of the yellow lamp unit was off.</p> <p>Repairs were made and signal system returned to service.</p>									
64	5/21/1996	BNSF	CTC			Train 1-121-20; 1-1	Color Light Signal	South Elwood, MO	N
<p>At approximately 0930 hrs train 120 (southbound holding main) reported that while making a meet with train 121 (northbound entering siding) at South Elwood that Signal 14LB southbound signal on siding was Lunar. Signal 14LB lower unit had been shot with a small caliber rifle breaking inner red lens giving the appearance of a lunar signal. Replaced outer and inner lens color test performed all OK. Time reported OK at 1100 hrs.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
150	12/31/1997	NS	CTC			9004	Signal Lens	Cleveland, TN	N
<p>At approximately 7:00 AM, Train No. Q26, while running eastbound on the siding between Control Points Bradley and Lyle, went by the eastward signal at Lyle while it was displaying STOP. The engineer was able to come to a stop one car length past the signal into the OS at Lyle. No other trains were in the area, and the signal had not been lined for No. Q26 to leave the siding onto single track. Both crew members reported they observed the signal to be displaying DIVERGING APPROACH when they were about 50 cars west of it. Once they were within 5 car lengths of the signal, they said they saw it drop to STOP so came to a safe stop. Signal personnel were called to investigate.</p> <p>The signal system for Lyle is TC with the control station at Knoxville, TN. Lyle is the last control point when traveling east and eastbound moves must have both a permissible signal and a track warrant to proceed east. The signal system east of Lyle is APB with Electrocode II electronic track circuits. The signal system from Lyle west is TC with underground HD circuits. Q26 was in the siding which is a controlled siding so his approach to Lyle would have been RESTRICTING. Q26 did have track warrant to proceed, but no signal had been lined at Lyle for their movement. The signal is a ground mounted 3 aspect type "D" dwarf signal capable of displaying Red over Green (DIVERGING CLEAR), Red over Yellow (DIVERGING APPROACH) and Red (STOP). The three aspect signal had a red in top, green in the middle and yellow on the bottom.</p> <p>All appropriate FRA and operational tests were performed with no exceptions. However, it was observed that the red inner lens was cracked and the lamp voltages were a little low. Believing that this could have contributed to a phantom signal, the dwarf signal was left out of service until sight tests could be performed the next day at 7:00 AM. Those tests were performed and it was found that the red dwarf signal did appear from 6-7.5 to 8.0-9.5 volts. Then the signal was rechecked and found to be displaying proper aspects at all distances where it could be seen.</p>									
207	5/27/1998	UP	AB			SP 7798	None	Pence, IL	N
<p>On May 27, 1998 at 17:59 CDT, on the Chicago Subdivision at CP 1050, southbound ZYCFW 27 had a CLEAR signal through the Pence interlocker, while a westward Conrail crew reported a Green over Red home signal at Pence interlocker.</p> <p>An investigation revealed that Conrail's westbound high green signal's back door was open, and the sun shining through gave a Green indication.</p> <p>The signal system was restored to proper operation, and all applicable tests were performed.</p>									
602	6/5/1998	CR		Remote		CSXT 913	Home Signal 8W	Buffington, IN	N
<p>Crew on CSXT 913 reported signal 8W at CP 501 displayed Red over Lunar White (RESTRICTED PROCEED) with a westbound Amtrak train occupying interlocking. Investigation found that vandals had broken the lock and hasp and removed the cover from the center lunar light unit on signal 3W allowing sunlight to enter the rear of the unit which illuminated the white lens. Cover was replaced and local police notified.</p>									

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371	11/9/2002	UP	CTC			AMTK 451	None	Oakland, CA	N
<p>On November 09, 2002 at 09:40 PDT, in Oakland, CA on the Niles Subdivision, southbound AMT714.09, on the main track at mile post 6.40, reported that the southbound signal at N1006 was Red while they were approaching it, and when they were about 30 feet from the signal, it turned Yellow.</p> <p>An investigation revealed the door to the signal head was slightly opened, which allowed sunlight to make the Red signal look Yellow at approximately 30 feet from the signal.</p> <p>The condition was corrected, and all applicable tests were performed.</p>									
356	12/20/2002	CSXT	CTC			Y133-20	None - Phantom	CP Woods, Indianapolis, IN	N
<p>At about 1520, the Y133-20, lead engine CSX 2759 and two hoppers, reported a SLOW APPROACH at CP Woods while traveling eastbound on yard track "B" in the Chevrolet Transfer Yard. The crew of the Y133-20 questioned the IC dispatcher as to their route, when they were informed to stop their movement due to a signal not being requested at the control point. Signal personnel were dispatched to the scene and upon arrival, found the #2E-2 signal displaying a STOP indication. The #2E-2 signal is a two position color light signal that had a yellow aspect in the "A" head and a red aspect in the "B" head. Observations made 20 feet away from the signal found a faint yellow aspect visible and a red aspect displayed in "B" position with no signal requested. Further inspection revealed that vandals had damaged the outer lenses of the yellow and red aspects. All ground and cable integrity tested within FRA specifications. Lamp voltages on the red and yellow lamps were 9.5V, with no voltage/current evident on the yellow aspect circuitry with the signal at STOP. With the signal requested, depending on the route, either a Yellow/Red or a Yellow aspect illuminates. All routes were lined displaying the correct aspects. This signal displays only SLOW APPROACH, RESTRICTING or a STOP indication. The diagnostic logs from the Indianapolis Dispatching Center confirmed that the signal was not requested. Replaced the vandalized lenses, installed longer hoods and returned the signal to operation. We are reporting this event but we do not consider this to be a false proceed.</p>									
406	10/30/2003	NS	CTC			NS 5555	Vandalized SA Searchlight Mechanism	Johnson City, NY	N
<p>On 10/30/2003 at approximately 8:50 a.m., train H1GHA30, engine NS 5555, 25 loads, 37 empties with no hazmat, reported signal 4W on track 2 at CP Johnson appeared to display a RESTRICTING aspect. Upon stopping his train and walking up to observe the signal, Engineer reported the signal at STOP but the inner lens was broken. The sun was shining directly into the signal at this time. The phantom aspect was caused by an unknown party breaking the inner lens allowing the sun to be refracted in the outer lens. The inner lens was replaced, and all appropriate tests made prior to returning the signal to service.</p>									

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409	12/22/2003	NS	AB	Remote		NS 9752	Signal	Van Loon, IN	N
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On Tuesday, December 22, 2003 at 8:49 a.m., train 20E was traveling east on the Chicago District westbound main track. Engineer and Conductor on engine NS 9752 called the home signal at Van Loon interlocking, MP B-497.9 a SLOW APPROACH (Yellow over Red). The crew was contacted by the Chicago District dispatcher in Ft. Wayne, IN, after proceeding past Van Loon. The dispatcher informed the crew to bring their train to a stop. The crew of 20E walked back to observe the dwarf signal and reported the signal had been painted orange.

Investigation of the above incident verified that the 3 position color light dwarf signal had the top and bottom lenses painted orange and the can of spray paint was laying by the signal.

The incident was also reported to railroad police for further investigation.

The signal lenses were replaced and the signal was tested and placed back in service.

432	1/22/2004	NS		Remote		CSX 3560	18L Signal Unit	Ironville Interlocking, Toledo, OH	N
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On January 22, 2004 at 11:30 a.m., CSX train Y121 was shoving south and passed STOP signal 18L at Ironville Interlocking in Toledo, Ohio. CSX train crew was Engineer and Conductor. Conductor was on the caboose on the rear of train Y121. As they approached the 18L signal from seven car lengths they observed the signal display an APPROACH aspect, Yellow over Red. This signal was not requested by the Dearborn dispatcher nor requested in the field as verified by signal personnel at the site. In addition, the block ahead was occupied by signal construction forces working under Track and Time 23A authority. When train Y121 passed the signal the conductor was contacted by the signal personnel. The train was stopped two car lengths beyond the signal. Weather was clear, sunny, about 15 degrees with snow covered ground.

A reenactment of the incident indicated the signal was Red over Red (STOP) when viewed from 100 yards to the signal. Beyond this distance the top aspect of the signal appeared Yellow. The Yellow aspect improved at higher viewing angles.

The 18L signal is a 2 unit ground signal with 2 US&S searchlight mechanisms on the top unit. The lamp voltage was found to be low at 6.6 volts AC. The outer lens of the signal unit had been damaged by outside parties. The last inspection at this location was on November 25, 2003. The H-2 signal mechanism was last inspected on October 25, 2003. The voltage was raised for all the signals and the searchlight housing and operating unit was changed out to prevent a recurrence.

No. of Reports Shown in this Listing: **10**