



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Cause: Vandalism - Signal Mechanism Shot - Stuck in Position

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
6	12/30/1995	CSXT	CTC			None	Sig LA	West Purcell, OK	N
<p>Dispatcher reported signal LA, Main Line westward control signal, West End Purcell, OK cleared on its own and could not be taken down. Maintainer observed signal LA displaying a very dim Yellow aspect. Maintainer found signal had been shot, damaging the H-5 relay. Maintainer replaced H-5 relay and tested signal system. There were no trains that viewed the signal before the signal was placed to STOP by the signal maintainer.</p>									
598	5/4/1998	RBMN	AB			2396	C1741A	Dupont, PA	N
<p>Signal C 1741, MP 174.1, Lehigh Main Line was observed by an eastbound train displaying APPROACH while the block it governed was occupied.</p> <p>Investigation revealed that the signal was vandalized by trespassers throwing rocks, breaking the lenses causing glass to fall into the SA mechanism lodging it in the Yellow position.</p> <p>Lenses and mechanism were replaced and signal tested and restored to service.</p>									
223	1/30/2000	BNSF	AB			Amtrak #4-27	Signal 8552	Waldo, New Mexico	N
<p>Amtrak #4-27 reported passing approach signal to Waldo, Signal #8572 with CLEAR indication. Also reported passing 8552 signal at West End Waldo with CLEAR indication. Upon passing curve at MP 855.1, observed train H-DENBAR1-29 pulling into siding and still the OS section at East End Waldo. Amtrak 4-29 placed his train in emergency and was able to stop short of Red signal at East End Waldo. (8542 Signal).</p> <p>Signal forces called to investigate. Upon arrival, Supervisor of Signals found the searchlight signal 8552 had been shot into by person/persons unknown. Signal relay was broken and bullet fragments had jammed H-5 signal relay in the Green position. Relay was replaced and signal system tested and found no further exceptions. Cross and Ground Test was made upon arrival as well and no exceptions found.</p> <p>Special Agents were notified as well as County Sheriff's Office to make report of vandalism.</p>									

Report #	Date	Reporting Carrier	Block System Narrative	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
645	8/17/2000	WC		Manual			103L	Vernon, Wisconsin	N
<p>Northbound signal stayed CLEAR after train movement, received unsolicited signal indication on CTC screen.</p> <p>Upon notification took plant out of service. Plant locked up as intended, caused by vandalism. Signal shot out, broken glass stuck in mechanism.</p> <p>Replaced and tested SA type mechanism.</p>									
691	5/27/2002	KCS	CTC			KCS 685	Vandalism	Watts, OK	N
<p>At approximately 23:25hrs on 05/27/02, train 108227 (#82), with Engineer and Conductor, with a consist of 51 loads, 17 empties, 6532 tons and 4251 feet, with engines KCS 4509, KCS 669 and BNSF 9873 was traveling northbound on the main track at North Watts, Mile Post 234.30 on the Heavener Subdivision, Mid Continent Division. As the train approached North Watts the crew reported that the northbound main line signal and the trailing signal out of the siding were both displaying a CLEAR (Green). Upon investigation of the report by the Signal Supervisor, it was discovered that the SA mechanism in the trailing siding signal had been vandalized, shot by a rifle, which caused debris to hang the mechanism in a position to cause it to display a Green.</p> <p>Please see attached Call Desk trouble ticket, a statement of facts from [redacted], a train report and a Station report for North Watts.</p>									
372	11/17/2002	UP	CTC			MWCEU.16	None	Hotlum, CA	N
<p>On November 17, 2002 at 16:16 PDT, in Hotlum, CA on the Black Butte Subdivision, northbound MWCEU.16, on the main track at mile post 352.85, reported he passed a Green northbound absolute signal at North Hotlum, and looked back to see the southbound signal was Green.</p> <p>An investigation revealed that the southbound signal mechanism had been damaged by gunfire and jammed in the Green position.</p> <p>The signal mechanism was replaced, and all applicable tests were performed.</p>									

No. of Reports Shown in this Listing: 6