



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Alaska Railroad Corporation

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
----------	------	-------------------	--------------	--------------	---------------	-------------------	--------------------	----------	--------------------------

Cause

Narrative

678	8/15/2001	ARR		Manual		4009		South Hurricane	N
-----	-----------	-----	--	--------	--	------	--	-----------------	---

Loss of Shunt - Possible Rust or Foreign Material on Rail

North bound absolute signal at South Hurricane displayed STOP indication. Train with engine 4009 moved past the signal to occupy the OS circuit and take the power operated switch on hand. After stopping with the lead truck in the OS circuit the power switch moved to the reverse position and the north bound signal indicated PROCEED. The engine had lost shunt in the OS circuit due to the presence of a foreign material on the top of the rails. The material was removed from the rails and the circuit tested to insure proper operation.

710	4/16/2003	ARR	CTC			4016	None	Anchorage, AK	N
-----	-----------	-----	-----	--	--	------	------	---------------	---

Scenario Reenacted, Unable to Duplicate, No Defects Found

Train 4016 South with Engineer, Student Brakeman, Brakemen, and Conductor. This was the relief crew that dog caught the train at Reves. Train crew reported the distant signal at MP 121.3 to be Yellow over Yellow and the absolute southbound signal at CP 1198 to be Yellow over Red with a diverging switch. The signal at CP 1198 were tested and verified that the aspect displayed was Red over Yellow at CP 1198. Event recorders at the distant signal and at CP 1198 as well as CP 1170 were checked and verified the aspects displayed were correct. No exceptions were taken to any of the signal appliances. Interviews of the crew members involved have been completed, and the results of the testing are being explained to all trainmen. No exceptions were found with the signal system. All light wires to the signal were megged, all signal tests were completed on the affected signal.

Attached are the graphic representations of the data downloads from event recorders at the D signal MP 121.3, the VHLC at CP 1198 and CP 1170.

No. of Reports Shown in this Listing: 2