



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Florida East Coast Railway Company

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

Narrative

535	11/17/1995	FEC			ATC	426	Not Determined	Espanola, Florida	N
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Scenario Reenacted, Unable to Duplicate, No Defects Found

On November 17, 1995 at approximately 19:28 hours train no. 117 engine no. 426 reported cab signal remained at APPROACH HOME Y/R when engine 426 entered the approach code change block located at 1500 feet in advance to home signal 1S at CP South Dorena located at Milepost MJ 28.8. The cab signal should of changed to STOP R/Dark when entering this block. After thorough investigation on 11/17, 11/18, 11/22, 11/27 and 11/28 the events that occurred on the evening of 11/17 could not be duplicated. Extensive testing was performed on the locomotive equipment [at] the field location. A grounded track wire on the 1NBRB east rail and a ground on the N12 battery buss measuring 6 amps at the time of the incident were the only exceptions noted with the normal functioning of the system. The N12 ground was cleared on 11/17 and the track wire on 11/18. With duplications of these grounds during testing no devices failed that would of caused the incident. A recorder board has been installed on the 1NB Electrocode unit and the locomotive CSR unit has been forwarded to the factory for further testing.

616	6/9/1999	FEC		Manual		420	1NDR Relay	Pompano, Florida	N
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Failed Equipment or Device - Relay

On June 9, 1999 at approximately 8:43 PM FEC train 21609 engine 420 reported signal 1N displayed a Red over Green aspect DIVERGING ROUTE CLEAR at Pompano North Interlocking with train 9809 occupying the block in advance. Signal 1N should have displayed Red over Red STOP under these conditions. Both trains were stacked in Pompano siding and train 21609 was following train 9809 in a northward direction after meeting southbound train 10509. The cab signal on train 21609 went to single Red and remained at this condition immediately after entering the OS track and no incidents occurred as a result of the wayside signal failure. After arrival at the scene FEC personnel were able to simulate the conditions and duplicate the failure.

The cause of the failure was determined to be the 1ND relay that was observed mechanically stuck in the energized position by FEC signal personnel. Contacts of the 1ND relay operate the clear control on the searchlight mechanism for the 1N signal that caused the B head of the 1N signal to display a Green aspect. The relay was removed from service and replaced in kind. Operational tests were made and the signals restored back to service.

The 1ND relay is a Type B plug in relay serial number H76-96N, Drawing Number 56001-925 manufactured in 1976 by General Railway Signal Co. Rochester NY. The relay will be sent to the manufacturer for inspection by an independent lab to determine the cause of the failure. Test results are forthcoming.

Report #	Date	Reporting Carrier	Block System	Interlocking System	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
			Cause						
			Narrative						
695	6/15/2002	FEC	CTC			415, Train #10115	Grounded Cable	Delray Beach, Florida	N
			Failed Equipment or Device - Aerial or Underground Cable, Shorted or Grounded (not due to vandalism or digging)						
			See attached report dated June 21, 2002. [no report attached]						

No. of Reports Shown in this Listing: 3