



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Indiana Harbor Belt Railroad 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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494	7/6/1995	IHB		Manual		IHB 9206, 9209	Signal 15-16	Dolton, IL	N
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Scenario Reenacted, Unable to Duplicate, No Defects Found

At approx. 0615 am, Thursday, July 6, 1995, IHB train BA-2, Engine 9206 was proceeding eastbound from the IHB Blue Island Yard, Riverdale, IL, on Track 2 when the train passed absolute signal 15-16 in the STOP position at Dolton Interlocking, Dolton, IL. Absolute signal 15-16 is a three unit searchlight signal with GRS Type SA mechanisms.

The IHB engineer stated that he had observed signal 15-16 after passing the ICG overhead bridge and that signal 15-16 was displaying a Red/Red/Yellow aspect for a RESTRICTING indication and was proceeding through the interlocking at Restricted Speed when he was asked where he was going by the Dolton Tower Operator and told to stop his train.

The IHB Conductor was in the trailing unit, IHB 9209 and unable to see the aspect displayed by signal 15-16.

The IHB Helper was on the lead unit, IHB 9206, and said the signal 15-16 displayed a Red/Red/Yellow aspect for a RESTRICTING indication.

The Dolton Tower Operator stated that he never lined the signal lever to clear signal 15-16 for train BA-2's move.

Signal 15-16 will display a Red/Red/Yellow aspect for a RESTRICTING indication only for a following move in the eastbound direction.

The lamp voltages were found to be: Signal 15A - 9.6V; Signal 15B - 9.6V; and Signal 16 - 10.2V. No exceptions taken.

The signal lenses, hot spots and cover glasses were found to be intact, clean and properly aligned. All cable meggered clear. No crosses or grounds were detected. All relays and signal mechanisms were within operating specifications. As traffic locking was functioning as intended. No exceptions taken to any items inspected and/or tested.

Signal was observed the next morning at the same time of day under nearly identical weather conditions with no visibility interference from the rising sun detected.

Train crew was scheduled for investigation on Friday, July 14, 1995, but waived investigation and accepted discipline of thirty day suspension.

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553	2/6/1996	IHB		Remote		CP 5665	Absolute Signal 8E	CP Hill, Bellwood, IL	N
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Scenario Reenacted, Unable to Duplicate, No Defects Found

At approximately 1:15 PM, Tuesday, February 6, 1996, the Engineer of a CP train, Engine 5665, reported that absolute signal 8E momentarily cleared from Red to Green and back to Red with an opposing train setting at the opposing signal on the same track.

Our dispatcher stated and review of the control machine tapes verified that no attempt was made to clear signal 8E for his movement.

Signal personnel were dispatched to the scene and conducted a complete inspection of the interlocking and signal in question with no exceptions found. Attempts to duplicate the existing situation could not reproduce the alleged failure.

All tests and inspections were completed with no exceptions taken and no cause found.

It should be noted that at approximately 5:15PM that same day, this crew passed an absolute signal displaying a STOP indication at Grand Trunk Interlocking, Riverdale, IL, and were removed from service by CSX Transportation Management.

We have no results of any investigation or reports on their status since this is a CSX crew and Grand Trunk Interlocking is not under IHB control.

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
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655	1/12/2001	IHB		Manual		CSX Train X747-11	Signal 7	Hohman Tower, Hammond, IN	N
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Human Error - Train Crew Took Wrong Signal

Light power from CSX train X747-11 was traveling from IHB Gibson Yard to CSX Barr Yard. Train was stopped at westbound home signal no. 7 at Hohman Tower, Hammond, IN. Operator made the line up for IHB train BA3, also westbound, to proceed west from Track 4 to Track 3 and pulled signal lever 9 to clear signal for IHB train BA3's movement from Track 4 to Track 3.

CSX crew on train X747-11 claims that signal 7 cleared to RESTRICTING aspect (R/Y) for Track 3. Upon receiving this signal, train X747-11 proceeded west and ran through the reverse side of the west end of crossover 15 which was lined against their movement. During interviews following this incident, the CSX crew repeatedly claimed that they had a "bottom yellow" on signal 7. IHB crew on train BA3 claimed they could see the RESTRICTING signal (R/Y) but could not determine which track it was for. As information, both signal 7 and signal 9 are located above the Engineer's rail on a signal bridge.

Signal Department was notified and responded to the scene to investigate. Signal personnel found that the control lever for crossover 15 was locked in the reverse position and the control lever for signal 9 was in the CLEAR position as described by the Tower Operator. The control lever for signal 7 was locked in the STOP position.

After the damaged rods in the switch machine were replaced, signal personnel attempted to re-create the situation as described by the crew of CSX train X747-11. In each instance when the control lever for signal 9 was pulled with crossover 15 reversed, signal 9 cleared to RESTRICTING (R/Y) as intended and signal 7 remained at STOP.

After failing to re-create the alleged false proceed, signal personnel then performed all appropriate tests on the signals, switches and cables with no problems found and no exceptions taken to any test results.

The train crew waived formal investigation and accepted discipline.

No. of Reports Shown in this Listing: **3**