



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Terminal Railroad Association of St. Louis

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

718	9/17/2003	TRRA		Remote		NS 115D817	Interlocking Signal #54	SH Interlocking, Venice, IL	N
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Human Error - Signal Circuit Design Error, Inadequate Service-Testing

At 11:18am, September 17, 2003, interlocking signal #54 displayed a less restrictive signal than intended for movement of Norfolk Southern (NS) train 115D817. 115D817 was following Gateway Eastern (GWE) train GWE17 southward on the northbound main track between SH Interlocking and CP Junction Interlocking. At 11:24am, NS train 115D817 reported the GWE train ahead in the same block and the improper signal indication observed on interlocking signal #54. The NS train 115D817 was able to stop short of the GWE17 train without incident.

Signal #54 was taken out of service immediately by the TRRA Merchants Dispatcher. Investigation of incident by Signal Department revealed that signal #54 had displayed an APPROACH, Rule 285B (Yellow over Red) for the following movement of the NS 115D817. The correct aspect should have been RESTRICTING, Rule 290B (Red over Yellow).

The cause of failure was determined to be an error in the signal control circuit design that was not detected during in-service testing. Immediate corrective action was to disable the "following stick relay" (58FSR) which would normally allow a RESTRICTING signal only for a following train movement into an occupied block. Signal #54 was then retested and restored to service at 1:00 pm on same date. The following stick circuit will remain disabled until the signal control circuit is modified and retested.

No. of Reports Shown in this Listing: 1