



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - State of North Dakota

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
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226	5/5/2000	BNSF		Remote		BN7269/MLAUNTW	None	West Fargo, ND	N
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Phantom Signal - Due to Sun Angle

Engine number BNSF 7269 was given permission and a signal from the West Fargo Interlocking up to JY Jct. The dispatcher said they would not get a signal at JY Jct. because there was a switch engine switching at Fargo Yard Office. The dispatcher would talk the train by the signal at JY Jct. When the train got there, they stated that they saw a Red signal. When they were about twenty car lengths from the signal the crew indicated that the signal appeared Yellow. At that point, they called the dispatcher to get permission to take the signal. The dispatcher said he had not called for a signal at JY Jct. and his computer showed JY Jct. at STOP. The dispatcher then talked the train past the signal at JY Jct.

The field HLC log and the Fort Worth office logs had the same information for JY Jct. (i.e. no signal was called and the signals were red). JY Jct. is equipped with searchlight signals and the HLC monitors the red repeater relay, which had not dropped.

The Signal Inspector and Signal Technician tested the relays, the signal mechanism, voltage at the bulb, which was 10.4 volts, and megged the cable to the signal. No exceptions were taken with any of the tests.

The Signal Supervisor rode an engine with the conductor and brakeman on the following day, May 6, at 14:45 hrs. to recreate the incident. It was a cloudy day and the signal displayed aspects as was intended. The supervisor dropped flags at the location where the crew saw the red signal and where the train stopped and the crew said the signal was yellow. The day the incident occurred it was a clear sunny day. In order to recreate the conditions the locations when the signal was seen to be Red and Yellow were marked for future testing.

On May 7, at 14:45 hrs. the Inspector and Maintainer again observed the signal. It was partly cloudy. It appeared to these employees that the signal was Red and may have appeared Yellow at the closer in point to the curve.

The corrective action taken will be to turn the searchlight head slightly to the west and install a phankill lens.

No. of Reports Shown in this Listing: 1