



Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
470	3/21/1995	WC	AB				Signal 161R	Junction City, Wisconsin	N
<p>Cause</p> <p>Narrative</p> <p>Scenario Reenacted, Unable to Duplicate, No Defects Found</p> <p>Signal 161R reported CLEAR for 5 to 7 seconds with train occupying block. Unable to duplicate or find any cause.</p>									
507	8/16/1995	WC	AB				Signal 2071	Anton - Weyauwega, Wisconsin	N
<p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>Empty hopper train was following a westbound engine with one car at restricted speed. Hopper train observed signal 2071 go from Red to Green for about two seconds and then back to Red. This occurred at the time the engine and car passed signal 2109, the next signal in advance.</p> <p>The passage of the short, fast train by 2109 caused the track circuit in rear of the signal to pick up before the slow release signal YGP had dropped, hence, the brief false clear on 2071. This sequence of events also dropped the directional stick prematurely, hence, 2071 reverted to Red.</p>									

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526	10/30/1995	CP		Remote		CP 5502	Equip. VHLC - 2WB Sig.	Nasohata West (MP 114.8), Oconomowoc,	N
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Scenario Reenacted, Unable to Duplicate, No Defects Found

Train #571 (CP 5502) reported that the signal out of the siding at West End of Nashatah (MP 114.8) with switch lined for normal move (main line). Engineer reported signal came in for second then went Red.

Dispatcher had Amtrak #7 (westbound) go thru Nashotah West and was going to bring #571 out of siding after #7 but forgot to line switch reverse before requesting a signal clear with a call-on. When he realized what he had done he sent out cancel signal request. We had Electronic Tech in Control Office pull the logs on the Nashotah West location and they confirmed what the dispatcher said that he had done. It showed that the 1WA which is the main line signal, did clear for a second before the dispatcher sent out the signal cancel request. The location at that time, went into time because the East End of Nashotah was lined into the West End of Nashotah.

We tried to duplicate the moves that took place with the dispatcher and shunts but were unable to get the 1WB to show CLEAR. Also tried with another west bound train. All batteries at location showed free of any grounds.

The logs pulled showed that the 1W B signal never showed CLEAR until the switch was lined reverse and then dispatcher requested the signal. Also pulled logs from VHLC and they agreed with logs from office.

The following day when the Engineer came back on duty, I talked with him and told him of our testes [sic] and logs he said that he would hate to think that he was looking at the wrong signal but could have been. The train was sitting back from the signal five or six car lengths. It was also dark and they had been sitting in siding for about one hour twenty minutes.

After talking with the Engineer and making all tests and checking logs I put the 1WB signal back in service.

No further problems have occurred.

102	4/9/1996	UP	AB			LTN71/09	H-Relay	Near Mitchell, Wisconsin	N
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Vandalism - Instrument Case, Cable, or Junction Box Damaged

On April 9, 1996, at approximately 22:00 (CDT) on the Milwaukee Subdivision Westbound LTN71/09 was stopped with 15 cars passed westbound signal 80.13 was observed displaying a Yellow signal.

An investigation revealed that vandals had destroyed the signal equipment including several relays in the signal house at signal 80.13. The "H" Relay was broken and stuck in the up position.

The signal system was restored to proper operation, and all applicable tests were performed.

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			Cause							
			Narrative							
579	1/28/1997	WC	AB				Signal 105.9	Sussex, WI	N	
			Human Error - Field Wiring Error, Inadequate Service Testing							
			SA mechanism had improper polarity giving CLEAR indication verses APPROACH.							
			Mechanism changed out 1/27/97 rail gang working west of signal so circuit could not be tested.							
			Testman did not return to make final check after track was put back together.							
640	7/20/2000	WC	AB			L017-20, WC 6620	Signal 2516	Stevens Point, Wisconsin	N	
			Scenario Reenacted, Unable to Duplicate, No Defects Found							
			As NB train L017 passed approach signal 2517, Engineer looked back and observed SB signal 2516 at APPROACH while the 52 car train was still on the circuit.							
			No defects found. Unable to replicate after numerous simulations. Signal returned to service after testing complete.							
645	8/17/2000	WC		Manual			103L	Vernon, Wisconsin	N	
			Vandalism - Signal Mechanism Shot - Stuck in Position							
			Northbound signal stayed CLEAR after train movement, received unsolicited signal indication on CTC screen.							
			Upon notification took plant out of service. Plant locked up as intended, caused by vandalism. Signal shot out, broken glass stuck in mechanism.							
			Replaced and tested SA type mechanism.							

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654	12/18/2000	CP	CTC			CP8507	X-Over Switch	South Milwaukee, WI	N
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Cause
Human Error - Improper Circuit Jumper in Place

Narrative
Nature of Failure:

On Dec. 18, 2000 at approx. 1300 CP8507, with Engineer Skotartzak and Conductor Franklin, proceeding east on #2 main track approaching control point at Lake had a CLEAR signal to proceed east on #2 main track with the east end of the west crossover (#5) lined reverse.

Just previous, a westbound Amtrak train had crossed over from #2 main track to #1 main track at the west crossover (#5) at Lake.

After Amtrak had passed control point at Lake, Dispatcher requested west crossover (#5) to be lined normal and requested an eastbound absolute signal on #2 main track at Lake to be cleared. The switch on the west end of the west crossover (#5) went normal and the switch at the east end of the west crossover (#5) did not move, staying reverse. The west crossover (#5) indicated both ends were lined normal and the eastbound absolute signal cleared.

Signal Maintainer K.D. Huebner noticed the malfunction and stopped train CP 8507 before running through the switch.

Cause and Corrective Action:

Further investigation revealed a jumper wire in the GRS 5F switch machine on the east end of crossover had been applied across terminals 1 and 8 which would allow the crossover to indicate normal or reverse dependent upon position of the crossover switch on the west end of crossover. It is unknown why the east end of the crossover (#5) did not move to normal as requested but frost in contacts or armature is suspected.

Corrective action taken was removal of the jumper from contacts 1 and 8 and crossover tested by removing power from each end simultaneously requesting opposite end of crossover to go normal or reverse and verifying if either end is not in correspondence and it will not indicate. Immediately all crossovers on the CP Railway (Soo Line) utilizing GRS Model 5F switch machines were inspected and found to be correct. CP Railway (Soo Line) is presently drafting a test procedure to be done every 2 years in conjunction with RS&I Rule 236.380 Indication Locking test utilizing the above testing procedure.

684	12/10/2001	CP		Manual		Amtrak 41, CP 605	2R Signal	Milwaukee, WI	N
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Insufficient Information in Report to Assign Cause

See attached [nothing attached].

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696	6/18/2002	CP		Remote		CSXT 7911	CL	Portage, WI	N
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Phantom Signal - Due to Sun Angle

After changing the outer clear plastic lens to a glass outer clear lens, the signal maintainer failed to secure the lunar CL head. Train 614 (CSXT 7911) was on the siding at Portage Jct. The train was about 10 cars west of 2EA signal when they observed what they thought to be a DIVERGING CLEAR aspect. Train 614 passed the signal and stopped short of a power switch lined against them.

We are reviewing FRA Rule 236.3 (locking of signal apparatus housings) with all concerned.

697	7/2/2002	CP		Manual		730 Transfer	Sig. 5EA/5EB	Milwaukee, WI	N
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Human Error - Signal Equipment Improperly Installed

Switch engine (730 Transfer) with Engineer [redacted] and Conductor [redacted] sitting on #3 track at Merrill Park just west of the EB absolute signal (5EB) governing movement into Cutoff Interlocking. The crew requested the signal (5EB) to proceed east from Merrill Park #3 track with the hand throw switch lined for their route into Cutoff Interlocking. The signal (5EA) governing movement from Merrill Park #2 track into Cutoff Interlocking cleared which is not correct. When the hand throw switch is lined reverse, the signal (5EA) governing movement from Merrill Park #2 should clear when requested. When the hand throw switch is lined normal, the signal (5EB) governing movement off Merrill Park #3 should clear when requested.

It was found that the switch circuit controller on the hand throw switch for Merrill Park #2 and #3 tracks was adjusted incorrectly causing the wrong signal to clear.

A formal investigation is scheduled to determine facts and place responsibility for this incident.

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720	12/21/2003	CN	CTC			WC 5707	Sig. 544 S. Trk Circuit	State Line South CP	N
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Scenario Reenacted, Unable to Duplicate, No Defects Found

At approx. 16:18 on 12/21/03 SB Engine WC7507 reported a R/G aspect at State Line S. MP into a R/D aspect at approach signal at Grim Rd. MP 54.4. At approx. 17:10 CN2554 reported the same.

Plant was taken out of service, signalmen tried to reproduce defective aspect. Unable to simulate the defective signal in the field. Tested for grounds, none found.

Recorder at S. State Line shows track circuit bobbling to the south. New turnout being installed at MP 53.0 earlier this day was adversely affecting the circuit at this time.

4 rail bonds were found off in the circuit at the new turnout location. Bonds were replaced.

At the same time an indication problem was occurring between the Dispatcher's office and the field at State Line South. Indications were lost or delayed. Once the ATCS radio was reset in the field indications began to function normally.

Temp was 45deg and sunny with no snow on the ground. This report is being submitted by the request of [redacted].

No. of Reports Shown in this Listing: 12