



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Chicago Central & Pacific Railroad Company

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
560	6/1/1996	CC	AB			2002	FP	West End Duncombe	N
<p>Cause</p> <p>Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)</p> <p>Number 51's train 2002 reported CLEAR at the west end of Duncombe with no. 50's train at MP 370.</p> <p>50 reported CLEAR eastbound Lake Ole MP 369 Red cab, then CLEAR at 368.5.</p> <p>Cause was found to be a storm damaged pole and crossarm (hit by lightning) holding pin 4 H wire into pin 5 H wire at MP 368.</p> <p>Maintainer cleared line and tested system.</p>									
577	11/30/1996	CC			ATS		FP-CL	East Absolute C.L. Signal, Mills Siding MP 323	N
<p>Cause</p> <p>Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)</p> <p>False proceed signal; absolute signal east end Mills Siding.</p> <p>On 11/30/96 at 1:40:00 eastbound train UUPWF04 holding main line west of the siding switch Mills observed Green aspect on eastbound absolute signal with westbound train WFLD29 in the block between Macy and Mills siding. The Green aspect was observed two different times at 15 sec. each time then returning to Red aspect.</p> <p>Signal department upon arrival recreated the false proceed indication. Further tests produced cause of false proceed as follows: Wood pin holding common line wire on pin 6 of pole line at MP 323.6 was broke and touching pin 9 550 volt supply line. This caused 3232 H relay to burn up fusing contacts causing 3238H to be energized.</p>									

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592	1/5/1998	CC			ATS		FP-CL	East Absolute C.L. Signal, Lake Oley	N
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Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)

False proceed signal east absolute C.L. signal Lake Oley.

On 1/5/98 at 20:12:00 EB train I12 reported a cab and field signal CLEAR 5 car lengths west of Lake Oley and did not drop Red until the westbound was at Best Wall switch at MP 371.7. The WB CC2000 train reported CLEAR signals from Dumcombe to first Red at 371.7.

There were 2 H wires wrapped together at MP 372.1. The insulator was broken possibly due to the ice, which caused the wires to wrap. Trouble cleared at 22:45.

624	10/22/1999	CC	APB				FP	Sioux City, Iowa	N
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Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)

Yard employee reported westward signal at MP 507.4 was CLEAR with a cut of cars observed 20 car lengths west of signal.

Failure was caused by a metal crossarm brace that had fell across the WBH and Com line wires energizing the WBH relay causing the westward signal to display a CLEAR indication.

Corrective Action: The crossarm brace was removed from the pole line wires.

No. of Reports Shown in this Listing: 4