



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Chicago & North Western Railway Company

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
471	3/27/1995	CNW	AB			SPMPA 6850	143ATR	Peoria, IL	N
<p>Vandalism - Instrument Case, Cable, or Junction Box Damaged</p> <p>On 3/27/95 at approximately 1500 hrs. SPMPA reported southbound signal #143 Green with cars parked in the block south of the signal.</p> <p>Investigation revealed that vandals had attempted to knock over an instrument case at MP 72.8 by rocking it back and forth. The track relay and others were dislodged from their trays and tipped over as a result. This prevented the signal from going to Red. A report (95-9341) was filed with the Peoria Police Dept.</p>									
475	4/6/1995	CNW			ATC	BOMVY	Sig. 210 - Insulated Joints	Ogden, IA	N
<p>Failed Equipment or Device - Insulated Joint(s)</p> <p>On 4/6/95 "BOMVY" working at Ogden, IA entered the eastbound main (Trk 2) and observed the eastbound approach signal to the Boone bridge (#210) to be Red with his cab signal showing CLEAR. Investigation revealed both insulated joints at Sig. 210 had failed due to failed metal flow over the top. Normal reverse polarity design on the feed wires caused the signal to go to Red as intended however the 100 cycle train control fed past the insulated joints from the block ahead. Remedied by replacing one insulated joint and slotting the other.</p>									

No. of Reports Shown in this Listing: 2