



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Central Oregon & Pacific Railroad, Inc.

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
687	2/13/2002	CORP	AB			CORP 3819	Aerial Cable	MP 550.4, Myrtle Creek, OR	N
Failed Equipment or Device - Aerial or Underground Cable, Shorted or Grounded (not due to vandalism or digging)									
<p>The CORP 3819 was northbound at Myrtle Creek on 2/13/02. The crew reported a Dark signal at 550.4 and 551.2. While passing 551.2 they looked back at signal 551.3. 551.3 was showing an APPROACH while train was still occupying the block which it governed. I responded immediately and began shunting track circuits. I discovered the track relays were de-energizing, but the 5513HR and 5505HR would not de-energize. After checking the rints and pole line, I concluded that the aerial drop cable to signal 550.4 was shorted out between the 5513H and 5505H circuits. I set both the 5505 signal and the 5513 signal to their most restrictive aspects and informed dispatch. The next morning, myself and [ends in midsentence].</p>									
688	3/2/2002	CORP	AB			UP 2459	Semaphore Arm	MP 617.4, Curtin, OR	N
Failed Equipment or Device - Semaphore Signal									
0332 AM, March 2, 2002									
<p>The southbound 501, UP 2459, heading to Roseburg, passed semaphore signal 617.5. The engineer looked at the opposing signal, 617.4, and noticed that it was displaying a Yellow indication.</p>									
<p>Upon arrival and inspecting, the signal relays, track relays and slot coil were energized, and signal 617.4 was still displaying a Yellow indication.</p>									
<p>Upon further inspection to signal 617.4 the buffer for the 617.4 semaphore arm was immovable, held stationary, in its Red position. Inspecting the buffer the grease was stiff, to the point of being frozen. The buffer and buffer chamber were cleaned and new grease installed.</p>									
<p>Signal location was then tested with shunts and train movement observed.</p>									
<p>Weather conditions for the day of March 02, 2002: frost with patches of ice, outside temperature 33 deg.</p>									

No. of Reports Shown in this Listing: 2