



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Consolidated Rail Corporation (Conrail)

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
451	1/27/1995	CR	AB			Engine 3521	Signal 2082E	Winchester, Indiana	N
Failed Equipment or Device - Relay									
Engineer on train NLP17 reported that signal 2082E displayed STOP AND PROCEED with train ML 460 ahead in the block. After ML460 cleared block of 2082E, signal displayed CLEAR aspect instead of APPROACH. Cause was found to be defective 2082EDHR relay, due to polar armature failing to move to the reverse position account frozen in normal position. Relay removed from service, signal system tested, and placed back in service.									
459	2/9/1995	CR	CTC			Train ML420, Engin	Signal 254S	Northlumberland, PA	N
Human Error - Signal Circuit Design Error, Inadequate Service-Testing									
Engineer on train ML420 reported that signal 254S displayed APPROACH. The aspect then upgraded to APPROACH MEDIUM several times before passing the signal with 76L signal at Norry at STOP. Cause was due to contact bounce of the 76LBR relay. 76LBFR relay was removed from service, circuit design corrected, signal system tested and returned to service.									
456	2/16/1995	CR	CTC			Train HLP21B, Engi	Signal 113N	Keating Summit, PA	N
Failed Equipment or Device - Relay									
Engineer on HLP 21B observed an APPROACH aspect on signal 113N with HBBU-6 occupying the block. Cause was large metal build up on contacts 16/17 of the 1NTR relay, which allowed false energy on the 1NTRFP circuit. Metal build up was caused by diode which was shorted, across coils of 1NTRFP relay. Shorted diode and iNTR relay removed from service and replaced. Signal system was tested and placed back in service.									
479	4/18/1995	CR	AB			Train UCI-18A, Engi	Signal 29.2	Shire Oaks, PA	N
Human Error - Signal Circuit Design Error, Inadequate Service-Testing									
Engineer on train UCI-18A reported automatic signal 29.2 displayed a CLEAR aspect with 2S at CP Oak displaying Dark over Red. Problem was determined to be incorrect circuit design of the 292TATN and 292TATB track circuit selection through the 2S ALOR. Circuitry was corrected and signal system tested and restored to service.									
Investigation being conducted to determine responsibility.									

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
			Cause						
			Narrative						
481	5/2/1995	CR	CTC			Train TVLA2, Engin	Signal 1812W	Fonda, NY	N
			Human Error - Improper Circuit Jumper in Place						
			Engineer on train TVLA2 reported signal 1812W displayed APPROACH Medium aspect with 4W at CP184 at STOP. Cause was found to be jumper wires applied to Master Decoding Transformer limiting resistors, which applied increased energy to the decoding units. This caused 120 Decode Unit to respond to 75 code rate. Jumpers were removed, circuitry tested and signal system restored to service.						
486	6/3/1995	CR		Manual		Train JR-7, Engine	Signals 10RA and 6R	"Upper Bay" Newark, NJ	N
			Maintenance - Equipment Inadequately Secured to Ground						
			Engineer on train JR-7 reported signal 10RA displayed RESTRICTING while train OI-21 was occupying a conflicting route governed by signal 8R. In addition, signal 6R was displaying RESTRICTING simultaneously with signal 10RA. Cause was determined to be high double case at location 2W was blown over by high winds and rain, causing 6RBHB and 10RAH relays to be inverted. Case support brackets were repaired and case placed on foundations, signal system tested and returned to service.						
487	6/14/1995	CR		Remote		Train YPAL-22, En	Signal 4E @ CP-JU	Bethlehem, PA	N
			Human Error - Field Wiring Error, Inadequate Service Testing						
			Engineer on train YPAL-22 observed signal 4E at CPJU displaying an APPROACH SLOW aspect with signal 5R at CP Bethlehem displaying RESTRICTING. Cause was found to be crossed conductors, 5RCHD and 5RCGP circuits, in cable from 5RC signal mechanism to case at CP Bethlehem. Cable repaired, signal system tested and returned to service.						
504	8/7/1995	CR		Remote		Train BAL-2AH, En	CP Shocks, Cab Signal at 110L Signal	Shocks Mill, PA	N
			Failed Equipment or Device - Full Wave Rectifier						
			Engineer on train BAL-2AH reported cab signal ungraded from RESTRICTING to APPROACH MEDIUM with wayside home signal 110L displaying STOP. Cause was found to be shorted W-10 transformer on 111 track circuit. Transformer replaced, signal system tested and placed back in service.						
511	8/28/1995	CR	AB			Train PIH08, Engine	Signal 549	Columbiana, OH	N
			Human Error - Improper Circuit Jumper in Place						
			Engineer on train PIH08 reported signal 549 displayed STOP AND PROCEED with train 261F (with engine and 3 cars) ahead. When train 261F occupied the interlocking at CP Lum, signal 549 went to CLEAR for about 60 seconds, then to APPROACH. Cause was found to be an unauthorized jumper applied to the 4TR track circuit. Jumper removed, signal system tested and returned to service. Investigation being conducted to determine responsibility.						

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			Cause						
			Narrative						
513	8/29/1995	CR	CTC			Train TV-79, Engine	Signal 355W	Pittsford, NY	N
			Failed Equipment or Device - Relay						
			Engineer on train TV-79 reported that signal 355W displayed CLEAR with signal 359W at STOP AND PROCEED. Problem was determined to be defective 355WHDR, 220-ohm retained neutral, style B2, polar relay. Relay was stuck in the normal position. Relay removed from service, replacement relay installed, signal system tested and placed back in service. Relay is being taken to manufacturer to determine cause of failure.						
519	9/30/1995	CR		Automatic		Engine #2	4W Signal @ Burnham	Burnham, IL	N
			Human Error - Improper Circuit Jumper in Place						
			Engineer on NICTD train 509 observed signal 4W CLEAR with M/W crane occupying 2CT track circuit in interlocking. Cause was determined to be jumper placed on 2TPR relay by signal maintainer who was working with M/W equipment. Jumper removed after train moves were completed.						
523	10/18/1995	CR	CTC			Train SENS-7, Engine	Signal P383	Shippensburg, PA	N
			Failed Equipment or Device - Aerial or Underground Cable, Shorted or Grounded (not due to vandalism or digging)						
			Engineer on train SENS-7 reported that signal P383 displayed a CLEAR aspect with signal 15W at CP Ship displaying MEDIUM APPROACH. Problem was determined to be false energy on L15APC circuit due to grounded and crossed aerial cable conductors between Loc "C" and Loc "D" at CP Ship. Cable removed from service, new cable installed, signal system tested and returned to service.						
545	1/15/1996	CR	CTC			Amtrak #277, Engine	Signal 1212N	Styvesant, NY	N
			Vandalism - Instrument Case, Cable, or Junction Box Damaged						
			Engineer on Amtrak #277 reported that cab signal changed from CLEAR to RESTRICTING at cut section 122.9 and signal 4N at CP124 was Dark. Cause was found to be A2TR relay at C.S. 122.9 being inverted due to impact to instrument case from a deer which was struck by a train. Relay was found to be hanging upside down with its front and heels made while in the de-energized position. Relays were changed out and signal system tested and returned to service.						
549	1/20/1996	CR	AB			Train TV2M, Engine	Automatic Signal 732E	Womelsdorf, PA	N
			Signal Equipment and/or Circuits Flooded						
			Engineer on train TV2M observed automatic signal 732E displaying a CLEAR aspect with train PIM09 ahead, occupying the block. Failure was found to be ice inside of 142 TR track relay causing relay to be held in the energized position, due to flood conditions which caused over two (2) feet of water to enter instrument case. Relay replaced, instrument case dried out, signal system tested and returned to service.						

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			Cause							
			Narrative							
550	1/21/1996	CR	AB			No Train Involved	Automatic Signal 111W	Fleetwood, PA	N	
			Signal Equipment and/or Circuits Flooded							
			Signal maintainer observed automatic signal 111W displaying a CLEAR aspect with a train occupying the block. Failure was found to be ice inside of 111TR track relay causing relay to be held in the energized position due to flood conditions. Relay replaced, instrument case dried out, signal system tested and returned to service.							
552	1/28/1996	CR	AB			Train HLPR 40E, En	Automatic Signal 752	Atwater, Ohio	N	
			Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)							
			Engineer on HLPR 40E reported that automatic signal 752 displayed a CLEAR aspect with a train occupying the block. Train moves were simulated and at no time could this condition be re-created. Upon investigation, wrapped live wires were found at mile post 75 due to tree in pole line. Tree was removed, all signal components tested and inspected. A 24-hour watch was placed on signal 752 with no exceptions taken and signal system was returned to service. A recording device was installed at signal 752 to monitor the location. Also circuit changes are being made to eliminate the pole line involved.							
556	4/25/1996	CR		Remote		Train ELBN-5, Eng.	4W Signal at CP-Hick	Indiana Harbor, IN	N	
			Human Error - Signal Circuit Design Error, Inadequate Service-Testing							
			Engineer on ELBN5, westbound on #3 track, received a LIMITED CLEAR aspect on the 4W signal at CP-Hick with the rear car of BRSE5 occupying #2 track foul of his route. Upon investigation, it was found that the location of the fouling point insulated joints east of #13 switch on #2 track did not provide sufficient track centers through the fouling section to prevent interference with trains on the adjacent track. Changes were made in the home signal network to prevent a signal from being displayed if this section of track is occupied (8T circuit #2 track).							
			Signal system was tested and returned to service.							
559	5/9/1996	CR	AB			Train YIFE11, Engin	Automatic Signal 143.1	Sharon, PA	N	
			Human Error - Field Wiring Error, Inadequate Service Testing							
			Conductor on YIFE11, westbound on #1 track observed automatic signal 143.1 upgrade to a CLEAR aspect with the handthrow switch and derail at MP 81.6 in the reverse positions. Upon investigation, it was found that the N81.16WP1A and the 81.16WP1A wires were transposed in the circuit controller at the derail.							
			The wiring problem was corrected and all applicable tests were made. An investigation is being conducted to determine responsibility.							

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586	8/29/1996	CR	CTC			Eng 8206	Auto. Sig. 1291	Smithville, OH	N
<p>Failed Equipment or Device - Relay</p> <p>Engineer on westbound train WIMA-3 reported signal 1291 West Dark and signal 1292 East CLEAR with the rear of his train in the block. Cause was determined to be a defective B2ETR track relay which remained in the energized position with a .06 ohm shunt applied to the track circuit and 18mA of current on the coils. Relay was replaced, all appropriate tests were performed, and the signal system was returned to service. Failed relay is being sent to the manufacturer for further analysis.</p>									
570	9/13/1996	CR				Train STPI, Eng. #3	Cab Signal	Columbiana, OH	N
<p>Human Error - Improper Equipment Installed</p> <p>Cab signal on STPI upgraded from RESTRICTING to APPROACH MEDIUM with home signal ahead at STOP. Cause was non-insulated lose on rail greaser located between Tracks 1 and 2 coupling rails together and allowing cab signal from Track 2 to couple to Track 1. Hose was replaced with an insulated hose and a nylon coupler was installed.</p>									
571	9/27/1996	CR				TV55, Eng. 6117	Automatic Signal 779-2	Galion, OH	N
<p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>Engineer on TV55 westbound on #1 track observed signal 779-2 on #2 track at APPROACH MEDIUM with home signal at CP-80 at Stop.</p> <p>Found that polar control relay 779BDR had been redesigned as a neutral relay by design contractor. Circuit was redesigned with separate BDR circuits and installed correctly.</p>									
578	12/30/1996	CR	AB			UP2455	Signal 2E @ CP-154	St. Elmo, IL	N
<p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>Engineer on eastbound NLINO observed a CLEAR signal on 2E with signal 152E STOP AND PROCEED ahead. Investigation revealed that the switch repeater 1520NWPR did not open the 2EHR relay, which allowed a CLEAR code to be generated from the micro unit at signal 152E. Circuit was reissued with 2EHPR relay contact located in input circuit of Microcode unit. Failure was due to unauthorized field change. Plans reissued as originally designed.</p> <p>Signals tested and returned to service.</p>									

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
582	2/27/1997	CR		Remote		6749	Home Sig. 4E @ CP Tara	Rutherford, PA	N
<p>Cause</p> <p>Narrative</p> <p>Maintenance - Wiring Chewed by Rodents</p> <p>4E signal at CP Tara observed at Advance Approach with automatic signal 1022E ahead at STOP AND PROCEED. Cause was the 432 HGP relay being falsely energized at signal 1022E. False energy on the 432HGP circuit was caused by rodents chewing through the insulation of the conductors which control the signal mechanism. All damaged conductors were replaced, all appropriate tests were completed and the signal system was returned to service.</p>									
583	4/6/1997	CR		Remote		1681	Home Signal 8E	Wayne, Michigan	N
<p>Phantom Signal - Due to Sun Angle</p> <p>Home signal 8E at Wayne Jct. Interlocking was passed in Red position by Engine 1681. Engineer and Conductor both stated that signal appeared to be displaying RESTRICTING. Investigation revealed that sunlight reflecting off of signal lens caused a Yellow aspect. Signal did have proper hood and lens configuration. Signal mechanism and lens were replaced with no noticeable improvement. Phankill was installed which improved situation. A different style of lens assembly was also installed. Signal was returned to service.</p>									
584	7/25/1997	CR				Train ML 420, Engi	Auto Sig 254S	Northumberland, PA	N
<p>Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)</p> <p>Southbound ML420 reported automatic signal 254S displaying CLEAR with home signal ahead at CP-Norry displaying STOP.</p> <p>Cause was found to be North and South signal control wires shorted with 120volt AC line to ground due to trees fallen into pole line at mile posts 255.7 and 255.8.</p> <p>Trees were removed, signal system tested and restored to service.</p>									
588	10/10/1997	CR				Eng 707	Cab Signal	Westfield, MA	N
<p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>TV-6 Engine 707 reported cab signal upgraded from RESTRICTING to CLEAR when light engine 6574, east ahead cleared the main track at an electrically locked hand operated switch with the switch still in the reverse position. Cause was found to be improper design which did not open the cab generating circuit with the WP down. The circuit was redesigned, field changes were made, all circuits were tested and the signal system was returned to service.</p>									

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
589	11/20/1997	CR		Remote		None	Home Signal 5W	Cleveland, Ohio	N
<p>Cause</p> <p>Narrative</p> <p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>Signal 5W was observed by a Signal Maintainer as Green over Green, CLEAR, with 4 switch reverse. Signal should have been Green over Red, SLOW CLEAR.</p> <p>Cause was found to be a design error, which allowed the signal control relay for the bottom aspect of 5W signal to be energized whenever 11 switch was lined normal. Design changes were made, signals were tested, and returned to service.</p>									
591	12/16/1997	CR	CTC			MAIL 8M, Eng 5564	Signal 2E	Nasby Interlocking, Toledo, OH	N
<p>Human Error - Field Wiring Error, Inadequate Service Testing</p> <p>Crew of MAIL-8, located on the siding west of Nasby Interlocking, Chicago Line, MP 272, observed signal 2E on Track 2 displaying APPROACH with MAIL-8M head end in the interlocking and the rear end west of the plant on #2 Track. Cause was found to be improperly wired contacts on the 2HPR polar relay. This allowed lighting energy to hold up the SR relay when AC power was off. The additional wire was removed from the relay, all appropriate tests were performed and the signal system returned to service.</p>									
599	5/14/1998	CR	AB			SFEL3	Sig. 425.4	Elkhart, IN	N
<p>Failed Equipment or Device - Insulated Joint(s)</p> <p>Automatic signal 425.4 displayed APPROACH aspect with train in block. Cause was found to be two shorted insulated joints and an open track wire from switch circuit controller allowing 9ct track relay to become energized with battery from adjacent track circuit.</p> <p>Corrective Action: Installed biased track relay and insured opposite polarity across insulated joints.</p>									
600	5/15/1998	CR		Remote		Unknown	Signal 6W-4	Toledo, OH	N
<p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>Signal 6W-4 at Nasby Interlocking displayed a SLOW CLEAR aspect with signal 1WB ahead at STOP. Cause was found to be a design error which omitted a #3 switch in the home network of signal 6W-4. The controls for 6W-4 signal have been opened in the field to prevent 6W-4 from displaying better than SLOW APPROACH. New design will be issued, installed and tested as soon as practicable.</p>									

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			Cause						
			Narrative						
602	6/5/1998	CR		Remote		CSXT 913	Home Signal 8W	Buffington, IN	N
							Vandalism - Signal Damaged, Caused Phantom Aspect		
							Crew on CSXT 913 reported signal 8W at CP 501 displayed Red over Lunar White (RESTRICTED PROCEED) with a westbound Amtrak train occupying interlocking. Investigation found that vandals had broken the lock and hasp and removed the cover from the center lunar light unit on signal 3W allowing sunlight to enter the rear of the unit which illuminated the white lens. Cover was replaced and local police notified.		
603	6/18/1998	CR	CTC			CP 5616	Auto. Sig. 94E	Castasauqua, PA	N
							Human Error - Field Wiring Error, Inadequate Service Testing		
							Signal control wires terminated in switch location junction box reconnected on opposite terminals reversing polarity and allowing Sig. 94E to display CLEAR with signal 2E at CP Caty at STOP. Wires were properly connected, all tests performed and signal system returned to service.		
							Investigation is being held to determine responsibility.		
604	7/9/1998	CR		Remote		Amtrak 286	Home Signal 1WB	Albany, NY	N
							Human Error - Signal Equipment Improperly Installed		
							Westbound Amtrak 286 reported CLEAR signal with the switch normal on 1WA signal at CP 146 and he observed a Red, Red, Green SLOW CLEAR signal on 1WB signal out of the siding. Investigation revealed that the contacts on the 3RWCR B2 plug in relay were shorting together allowing energy to pick the 1WBCHR. It was determined that the relay had been removed from the plug board 2 days earlier to be tested and that the contacts were bent when the relay was reinserted into the plugboard.		
							Relay was replaced, all tests performed and the interlocking was returned to service. Discipline will be assessed to involved employees.		
607	10/22/1998	CR		Remote		Train XSM49E	4TPR Relay	Pittsburgh, PA	Y
							Human Error - Improper Circuit Jumper in Place		
							Train XSM49E was proceeding on signal indication through CP Penn from #1 track on the Conemaugh Line to #2 Island Connecting track over #9 switch reverse. The west end of the 41st car proceeded down #2 Island Connecting track while the east end of the car traveled down the Fort Wayne Line #2 track. The train went into emergency with the one car derailed. The cause of the derailment was determined to be jumpers that had been applied to the 4TPR relay allowing the #9 switch to be thrown with a train on that circuit. The jumper was removed, circuits tested and returned to service the same day. An investigation will be held to assess any employee responsibility, and instruction on company policy concerning jumper permission will be reviewed with all C&S employees.		

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611	12/3/1998	CR	CTC			6664	Auto. Sig. 1421W	Columbus, OH	N
<p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>Train PICO2, westbound, #1 track on Cincinnati Line observed signal 1421W CLEAR with westbound home signal at CP 144 displaying MEDIUM APPROACH. Cause was found to be field Signal personnel had made unauthorized circuit change and had failed to properly test the signal system.</p> <p>Circuit design was corrected, all tests were made and the signal system was restored to service. Involved employees were removed from service and discipline was assessed.</p>									
612	12/12/1998	CR		Remote		OIPI-1	14W Signal, CP UN	Gallitzin, PA	N
<p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>Westbound crew on OIPI-1 observed home signal 14W at CP "UN" displaying MEDIUM CLEAR with train RR 261 ahead in the block. Cause was found to be a design error which allowed the 14 WADR to be energized with a train in the block.</p> <p>Design revisions were issued, all signal tests were completed and the signal system was returned to service.</p>									
615	5/4/1999	CR		Remote		6664	2E Signal	CP Alum, Blairsville, PA	N
<p>Failed Equipment or Device - Insulated Joint(s)</p> <p>Engineer on eastbound PICA4 reported receiving APPROACH MEDIUM cab signal aspect with home signal 2E at STOP ahead. Problem was found to be 2 bad insulated joints at home signal 2E, which caused the DC track circuit in the interlocking to drop but did not shut off the MEDIUM APPROACH cab which was the proper cab for the route lined.</p>									
623	10/22/1999	CR		Remote		Unknown	2E Signal	CP Jersey, Delair, NJ	N
<p>Human Error - Field Wiring Error, Inadequate Service Testing</p> <p>On October 22, 1999, Conrail's Director-Operating Rules notified [redacted], Asst. Chief Engineer - C&S that a B. of L.E. Local Chairman informed him that 2E signal at CP Jersey was displaying a SLOW CLEAR when it had previously displayed a SLOW APPROACH going from CP Jersey to CP Hatch. The cause of the problem was the 2RE and 2R2E wires for the 0 and 1 lights were reversed causing the PL4 signal to display a SLOW CLEAR when it should have been displaying a SLOW APPROACH. The signal was rewired and tested and returned to service on October 22, 1999.</p> <p>An investigation will be held to ascertain employee responsibility. Further, instruction on company policy regarding circuit changes and testing will be reviewed with all C&S employees.</p>									

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638	7/9/2000	CR		Manual		N/A	Proximity Detector	Bridgeport, NJ	N
<p>Cause</p> <p>Narrative</p> <p>Human Error - Signal Circuit Design Error, Inadequate Service-Testing</p> <p>On 7/19/00, the bridge operator at Bridgeport moveable bridge at MP 20.79 on the Pennsgrove Secondary notified the signal office that he was able to get a signal with one of the mitre rails not seated. Upon investigation by local C&S forces, we found a proximity switch that failed in the closed position.</p> <p>On 7/19/00, the signal forces removed the defective proximity detector and set the signals.</p> <p>On 7/20/00, the defective proximity detector was replaced after new circuitry was installed to insure that if a proximity detector did fail in the open position, it would be impossible to get a signal.</p> <p>[Note from Editor: This false proceed was charged to "Signal Circuit Design Error" because it is clear from the description above that the circuit was not originally designed on the "closed circuit" principle, as required by 49 CFR Part 236.5]</p>									
671	6/20/2001	CR					As Information Only.	CP Mill, Ecorse, MI	N
<p>Human Error - Improper Circuit Jumper in Place</p> <p>Jumper applied to 2TPR for track work, not removed when Track Department finished. Jumper removed and employees responsible disciplined.</p>									
675	7/9/2001	CR	CTC				2N-2 Signal	Camden, NJ	N
<p>Human Error - Field Wiring Error, Inadequate Service Testing</p> <p>2N-2 interlocking signal, governing northbound moves off the controlled siding at CP Mill on the Vineland Secondary, was reported to be displaying SLOW APPROACH when the signal on the main (2N-1) was displaying RESTRICTED. Investigation revealed wiring change was made to 2N-2 lighting circuit earlier and was not properly tested. Change was removed and signal tested without any other exceptions. Responsible parties involved were appropriately disciplined.</p>									
682	11/21/2001	CR	AB			NS69T, 5412	143 SIS	Detroit Line	N
<p>Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)</p> <p>Train NS69T engine 5412 reported signal 143 at CLEAR G/R and interlocking signal at FN Tower STOP R/R. Upon investigation, a maintainer found a pole down and tried to straighten it. In doing so, we believe he cleared a line wrap, which caused the HD relay to be falsely energized. When the supervisor arrived on the scene, he tried to recreate the problem, but he could not.</p>									

No. of Reports Shown in this Listing: **42**