



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Delaware & Hudson Railway Company, Inc.

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
639	7/11/2000	DH	CTC				Switch Circuit Controller	MP 29.5, Ballston Spa, NY	N
Maintenance - Switch Circuit Controller									
<p>Train SCR traveled north thru CPC 24 to switch cars at Curtis Lumber, train 63 was to follow them north. The dispatcher cleared CPC 24 North after SCR. Train 263 called SCR to find out their location. SCR reported that they were switching in Curtis out the switch was open on the main. Train 263 had passed CRC 24 with a CLEAR signal and saw signal 28.7 was CLEAR and stopped their train. Maintainer Acker was notified at 18:45 and the switch circuit controller rod had fallen off at Curtis switch because switch points had moved north. Also found the spring loaded cam in circuit controller in closed position unable to move. Replaced controller and point rod. Had Track Dept. move switch timbers.</p>									
656	1/26/2001	DH	CTC				Signal 584.4	MP 584.4, Afton, NY	N
Scenario Reenacted, Unable to Duplicate, No Defects Found									
<p>The following incident was reported to B. Velasco from T. Otis. A southbound train #8859 (empty coal train) reported having a CLEAR signal at the south approach (signal 584.4) to CPF587, and then stated that the southbound home signal at CPF587 was at STOP and the switch was in the reverse position. They reported putting the train in emergency and stopping approximately one car length north of the southbound home signal.</p> <p>Several tests were made at that time to find a cause. No cause has been found and testing is ongoing at this time, by use of recording devices.</p>									
665	5/9/2001	DH	AB				Signal 588.6A	MP 588.6, Afton, NY	N
Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)									
<p>Su2 was stopped at CPF590 on the controlled siding with train #550-08 stopped behind them at signal 588.6 waiting for a northbound train. CPF590 was cleared north on the main track. Train 550-08 had reported that signal 588.6A (southward approach to CPF590 on the main tk) was going from Red to Green. Su2 reported CPF590 staying at STOP. The cause was overhanging tree limbs at MP 589.2 wrapping line wires #3 and #4 on the middle crossarm. Pin #3 is 29LAHD and Pin #4 is 116.2CHD. This condition had signal 588.6A going Red to Green. After the line wires were unwrapped to clear the problem we had then resimulated the problem by putting the wires back together. The signals were returned to service at 13:14 hrs on 5-11-01.</p>									

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668	6/5/2001	DH		Remote		Train #SCR	Eastward Home Signal CPF467	Mechanicsville, NY	N
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Cause
Narrative

Phantom Signal - Due to Sun Angle

The Springfield Terminal Dispatcher had called train #SCR to see why they had proceeded through the control point at CPF467. The Dispatcher did not have a signal cleared at this location. At this time train SCR had reported that they had an APPROACH signal at CPF467. The signal at CPF467 was out of focus due to a broken bracket that held the signal housing. With the signal out of focus and the position of the sun shining on the signal had caused the signal to appear Yellow. The signal bracket was replaced and the signal was refocused. The signal was rechecked under the same condition and the signal displayed the proper aspects.

667	6/5/2001	DH	AB			Train #268	Signal 2.2	Menands, NY	N
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Human Error - Signal Circuit Design Error, Inadequate Service-Testing

Train #268 had reported that the southbound signal at CP04 went from STOP to CLEAR (for about 2 sec.) and back to STOP again. The work train (2 lite engines) was going south ahead of train #268. When the work train went past signal 2.2, it caused the timing between the Electrocode circuits south of the signal and the DC battery circuits north of the signal to allow this condition to exist. We have corrected this timing problem and retested the signals.

709	3/1/2003	DH		Automatic		Train #165	Approach Signal 652.9	Hop Bottom, PA	N
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Human Error - Signal Circuit Design Error, Inadequate Service-Testing

On Saturday, March 01, 2003, D&H train 165 was traveling northbound on the Freight Main Line. The crew of train 165 observed an ADVANCE APPROACH signal (Rule 282A) at signal 652.9, the northbound approach at CPF at 650, the crew observed a MEDIUM APPROACH signal. The crew reported the incident to the Train Dispatcher at this time and the signal system was removed from service. S&C personnel investigated the report, and determined that a Code 2 indication was being transmitted from the interlocking at CPF 650 in lieu of a Code 4. The codes were corrected to display the proper signal indication and the signal system was tested and returned to service.

{Note from Editor: The above report offers no detail as to what caused the incorrect code to be transmitted to the approach signal, and so, this false proceed is being attributed to Human Error - Signal Circuit Design Error, Inadequate Service Testing.]

No. of Reports Shown in this Listing: **6**