



IronWood Technologies

Railroad Accident Reconstruction

Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Metro North Railroad

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
514	9/1/1995	MNCR	CTC			Train 1504	Insulated Joint	East Norwalk, CT	N
Failed Equipment or Device - Insulated Joint(s)									
Train #1504 received a Normal Cab because the route ahead was clear. The 4244 signal displayed STOP AND PROCEED due to defective insulated joint.									
613	3/8/1999	MNCR		Remote			Track Repeater Relay	CP230 - Cos Cob, CT	N
Failed Equipment or Device - Relay									
RTC reported @ 0745 train # 1926 going westbound did not indicate a track occupancy on the 2T circuit and the 2W signal was displayed on the model board. Track 2 was taken out of service and the 2W and 2E signals put to STOP. The cause was found to be that the 2TPR relay (Track Repeater Relay) remained in the energized position when track 2 was shunted. Power was removed from the relay and the relay continued to remain in the energized position. After several hours the relay started to operate as intended. The relay was replaced and the circuit was tested and worked as intended.									
619	8/25/1999	MNCR		Remote		Train #2736, Head	2S Signal	CP 26 - Phillipse Manor, NY	N
Human Error - Improper Circuit Jumper in Place									
Train #2736 received a NORMAL cab signal for a short period of time when the 2S signal at CP 26 was at STOP, due to a section of third rail laying on tie plates. This bridged an insulated joint at the signal, downgrading it to STOP as the train approached, while permitting cab signal intended for this train after passing the signal, to be received before passing the signal.									
The section of third rail was removed from the insulated joint location.									
622	10/5/1999	MNCR			ACS	Car # 8326	On-Board Cab Signal	Grand Central Terminal, New York, NY	N
Foreign Current Induced in Track Circuit from Adjacent Power Lines									
The on-board cab of car # 8326 randomly generated aspects more favorable than intended when operating on uncoded 100 Hz track circuits due to electrical interference by the Motor/Alternator of the car.									

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			Cause						
			Narrative						
669	6/8/2001	MNCR		Remote		Train #708, Engine	2S Signal	CP 58 - Beacon, NY	N
							Failed Equipment or Device - Insulated Joint(s)		
							Train #708 received a NORMAL cab signal for a short period of time when the 2S signal at CP58 was at STOP, due to a failure of the insulated joints adjacent to the signal. The failure downgraded the signal to STOP as the train approached, while permitting cab signal intended for this train after passing the signal, to be received before passing the signal.		
676	7/11/2001	MNCR		Remote		Locomotive 105	On-Board Cab Signal Tester	CP233 - Stamford, CT	N
							Failed Equipment or Device - Cab Signals		
							Locomotive #105 received MEDIUM Cab Signal intermittently while approaching signal 1E at CP 233 at STOP, due to interference from the On-Board Cab Signal Test Unit of the locomotive.		

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