



# IronWood Technologies

Railroad Accident Reconstruction

## Federal Railroad Administration

### False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Wisconsin Central, LTD.

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<b>470</b>	3/21/1995	WC	AB				Signal 161R	Junction City, Wisconsin	N
<b>Cause</b>									
Scenario Reenacted, Unable to Duplicate, No Defects Found									
Signal 161R reported CLEAR for 5 to 7 seconds with train occupying block. Unable to duplicate or find any cause.									
<b>507</b>	8/16/1995	WC	AB				Signal 2071	Anton - Weyauwega, Wisconsin	N
<b>Cause</b>									
Human Error - Signal Circuit Design Error, Inadequate Service-Testing									
Empty hopper train was following a westbound engine with one car at restricted speed. Hopper train observed signal 2071 go from Red to Green for about two seconds and then back to Red. This occurred at the time the engine and car passed signal 2109, the next signal in advance.									
The passage of the short, fast train by 2109 caused the track circuit in rear of the signal to pick up before the slow release signal YGP had dropped, hence, the brief false clear on 2071. This sequence of events also dropped the directional stick prematurely, hence, 2071 reverted to Red.									
<b>579</b>	1/28/1997	WC	AB				Signal 105.9	Sussex, WI	N
<b>Cause</b>									
Human Error - Field Wiring Error, Inadequate Service Testing									
SA mechanism had improper polarity giving CLEAR indication verses APPROACH.									
Mechanism changed out 1/27/97 rail gang working west of signal so circuit could not be tested.									
Testman did not return to make final check after track was put back together.									

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<b>625</b>	1/30/2000	WC				COKEX	Signal 2WA Color Light	Lake Villa West, Lake Villa, Illinois	N
<p><b>Cause</b></p> <p><b>Narrative</b></p> <p><b>Phantom Signal - Due to Foreign Light Source</b></p> <p>Train COKEX observed a Yellow over Red aspect on signal 2WA for 10 seconds during a meet with train T048 while opposing signal 2EB was CLEAR.</p> <p>Simulations and tests resulted in no defects.</p> <p>A yard light for Snyder Trucking may have caused a phantom signal.</p>									
<b>640</b>	7/20/2000	WC	AB			L017-20, WC 6620	Signal 2516	Stevens Point, Wisconsin	N
<p><b>Scenario Reenacted, Unable to Duplicate, No Defects Found</b></p> <p>As NB train L017 passed approach signal 2517, Engineer looked back and observed SB signal 2516 at APPROACH while the 52 car train was still on the circuit.</p> <p>No defects found. Unable to replicate after numerous simulations. Signal returned to service after testing complete.</p>									
<b>644</b>	8/16/2000	WC		Manual			2LA	Lake Villa, Illinois	N
<p><b>Failed Equipment or Device - Aerial or Underground Cable, Shorted or Grounded (not due to vandalism or digging)</b></p> <p>Northbound #2 main displayed Red and Yellow aspects at the same time. Upon notification took plant out of service.</p> <p>Upon investigation found bridge piling was driven through cable crossing the wires.</p> <p>Replaced cables.</p>									
<b>645</b>	8/17/2000	WC		Manual			103L	Vernon, Wisconsin	N
<p><b>Vandalism - Signal Mechanism Shot - Stuck in Position</b></p> <p>Northbound signal stayed CLEAR after train movement, received unsolicited signal indication on CTC screen.</p> <p>Upon notification took plant out of service. Plant locked up as intended, caused by vandalism. Signal shot out, broken glass stuck in mechanism.</p> <p>Replaced and tested SA type mechanism.</p>									

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652	12/1/2000	WC		Manual		EJE Train	OS Circuit	EJE - Diamond, Leithton, Illinois	N
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**Human Error - Improper Circuit Jumper in Place**

Dispatcher observed a westbound train cross the Leithton plant without indicating an OS circuit occupied. After investigation it was found that an EJE RR signalman had left a temporary jumper on the OS relay. The temporary jumper was immediately removed.

The EJE RR is conducting an investigation of this - how the temporary jumper was left on.

653	12/4/2000	WC		Manual		BYFDIT	Signal 10LA - Case	Schiller Park, IL - B12 Interlocker	N
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**Human Error - Signal Circuit Design Error, Inadequate Service-Testing**

Northbound train BYFDIT reported a CLEAR aspect at approach signal 139 into a STOP (Red) absolute signal 10LA at B12.

After testing and investigation it was discovered that Code 7 (CLEAR) was being transmitted to the south from 10LA to 139 while the IHB route was lined northbound. This was the result of a defective circuit design. The circuit was repaired to send an APPROACH code (C-2) to the approach 139 when the IHB is lined for a northbound route.

No. of Reports Shown in this Listing: **9**