



Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
468	3/14/1995	PATH	AB				Signal 500	Tunnel D, Jersey City, NJ	N
Human Error - Improper Circuit Jumper in Place									
A CLEAR signal was displayed at signal 500 before 502T was occupied long enough to guarantee safe train speed. No block protection or other safety features of the signal were compromised.									
An unwired relay contact was found bridging 5H-5B of 502TP, falsely applying energy to the 502TER relay. The contact was moved and circuits and systems in the area were tested. Signals were found operating as designed. The two employees most recently in the room (February 7, 1995) were interviewed. While no guilt can be positively established, procedures for energizing relays during testing and maintenance were reviewed with these employees.									
633	5/23/2000	PATH	AB				Signal 232	Tunnel E, Exchange Place, Jersey City, NJ	N
Human Error - Field Wiring Error, Inadequate Service Testing									
At some undetermined time in the past, automatic signal 232Z was improperly wired in the field to display a speed control aspect (Rule 208, Figure 1 - Yellow over Yellow), when it was designed to display an APPROACH aspect (Rule 211, Figure 1 - Yellow). Due to track alignment and entering a station platform, this is a slow speed location, and no unsafe conditions or incidents have occurred over the period of years that this has been in place. The wiring has been corrected and the signal displays the proper aspects as designed.									
636	6/15/2000	PATH	AB				Auto Signal 90	Hoboken Station, Hoboken, NJ	N
Human Error - Field Wiring Error, Inadequate Service Testing									
A wiring change in the signal control circuit was improperly installed and tested as part of a timing relay replacement. This resulted in the improper display of an APPROACH aspect (Yellow, old Rule 211, Fig. 1, new Rule 213, Fig. 1) with no train on the approach circuit, instead of a STOP AND PROCEED (Red, old Rule 215, Fig. 1, new Rule 219, Fig. 1). Due to this being a stub-end terminal station, this is a slow speed location. No unsafe incidents occurred. The wiring was corrected, retested, and the signal displays the proper aspects as designed.									

No. of Reports Shown in this Listing: **3**