# Federal Railroad Administration

**False Proceed Signal Database**

*January 1, 1995 through May 3, 2004*

All Reports - State of Connecticut

| 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 |

Cause: Failed Equipment or Device - Insulated Joint(s)

Narrative: Train #1504 received a Normal Cab because the route ahead was clear. The 4244 signal displayed STOP AND PROCEED due to defective insulated joint.

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|---|---|---|---|---|---|---|---|
| **606** | 10/12/1998 | AMTK | CTC | 316 | Signal 884-1 CS 89.2 | Guilford, CT | N |

Cause: Human Error - Field Wiring Error, Inadequate Service Testing

Narrative: Engineer on train 12 reported signal 884-1 displayed CLEAR aspect and CLEAR cab instead of cab speed. Also, CS 89.2 displayed CLEAR cab instead of cab speed with signal 1E at Guilford displaying cab speed. Upon investigation it was determined that peripheral boards of Micro Lok Plus for track #1 and track #2 at Loc. A at Guilford Interlocking were swapped which allowed wrong code to be sent to signal 884-1 and CS 89.2. Investigation is being conducted to determine responsibility.

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|---|---|---|---|---|---|---|---|
| **613** | 3/8/1999 | MNCR | Remote | | Track Repeater Relay | CP230 - Cos Cob, CT | N |

Cause: Failed Equipment or Device - Relay

Narrative: 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.

| Report # | Date | Reporting Carrier | Block System / Interlocking / Auto. Systems | Loco or Train No. | Device that Failed | Location | Collision or Derailment? |
|---|---|---|---|---|---|---|---|
| **676** | 7/11/2001 | MNCR | Remote | Locomotive 105 | On-Board Cab Signal Tester | CP233 - Stamford, CT | N |

Cause: Failed Equipment or Device - Cab Signals

Narrative: 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: **4**

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