Federal Railroad Administration

False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - State of Maryland

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
12	3/23/1995	CSXT	CTC			Train P24923	None	Baltimore, MD	N

Cause: Scenario Reenacted, Unable to Duplicate, No Defects Found

Narrative:

On March 23, 1995, at 8:16 a.m., westbound passenger train P24923 reported westbound signal off Mare Lead No. 22 went from LIMITED CLEAR to LIMITED APPROACH; signal should not have gone to LIMITED CLEAR.

Signal system was removed from service. Signal personnel performed all operational tests and incident could not be duplicated. Signal system was determined to be functioning as intended; and signal system has been returned to service.

81	2/5/1996	CSXT	CTC			Train Q21603	Eastbound Signal	Brentwood, MD	N

Cause: Vandalism - Signal Damaged, Caused Phantom Aspect

Narrative:

On February 5, 1996 at approximately 1200 hours, eastbound train Q21603 reported he had an APPROACH indication at Brentwood Intermediate (M.P. BA35) with train Q29203 ahead in block.

Signal system was removed from service.

Signal personnel investigated the incident making all required tests. It was determined that the signal has been vandalized, damaging 4 signal lamps and that the cover on the back of the yellow lamp unit was off.

Repairs were made and signal system returned to service.

605	8/5/1998	AMTK		Remote		941	Signal 971-3, Charles Interlocking, Signal	Baltimore, MD	N

Cause: Human Error - Signal Circuit Design Error, Inadequate Service-Testing

Narrative:

Engineer on train 105 reported that signal 7SB displayed STOP, due to #89 switch out of correspondence. Dispatcher gave the engineer permission by the 7SB signal with Rule 241. The engineer reported that after passing 7SB signal the cab signal aspect indicated CLEAR. Signal 971-3 displayed STOP AND PROCEED with CLEAR cab aspect displayed in engine. After investigation, it was determined that the 3 HGR did not check the cab signal network, therefore, allowing CLEAR cab rather than RESTRICTING cab to be displayed. Circuit changes made, circuitry tested, and signal system returned to service.

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			Cause						
			Narrative						
610	11/20/1998	AMTK				MARC #532, Eng. 4	3N Signal, Charles	Baltimore, MD	N
			Human Error - Signal Circuit Design Error, Inadequate Service-Testing						
			Engineer on northbound MARC local reported that signal 3W at Charles displayed MEDIUM APPROACH with cab signal displaying APPROACH MEDIUM rather than APPROACH. Upon investigation it was found that due to a circuit design error, the speed selection network was omitted thru the new switch #66. Circuit was revised by breaking the speed selection network thru the #66 correspondence relays. Circuit was tested and 3N signal returned to service.						
618	7/22/1999	AMTK		Remote		Train #418, Eng. 49	Charles Int., Signal 2N	Baltimore, MD	N
			Human Error - Signal Circuit Design Error, Inadequate Service-Testing						
			Engineer on train #418 reported that signal 2N at Charles Interlocking displayed APPROACH SLOW aspect with 4N signal at Paul displaying STOP aspect. Investigation revealed that a circuit design error existed in the 2NHRYPR circuit. Revision of the circuit was accomplished by breaking the 2NHRYPR circuit through the front contact of the 66RWCR. Circuitry was changed, tests completed and signal system returned to service.						
245	8/2/2000	CSXT	AB			None	WB Int., Signal #43	Westport Branch, Baltimore, MD	N
			Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)						
			On August 2, 2000, FRA officials observed westbound color light intermediate signal #43 displaying an APPROACH aspect (Yellow) with a local freight train in the block ahead. Signal 43 should have displayed a RESTRICTING aspect (Red). The signal was removed from service and Train Control personnel were dispatched. The cause was found to be pole line wires which had been pulled down by a large tree that fell across the line wires. The insulation on the wires was damaged, and the bare HD wires were shorted together. The pole and line wire were repaired, signal and switch checks were made with no exceptions, and the signals were returned to service. The cause was determined to be external damage from the tree to the pole line wire.						

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			Cause						
			Narrative						
250	10/20/2000	CSXT	CTC			U833-17	#14 Dwarf CPL Signal	Mexico Tower, Cumberland, MD	N

Failed Equipment or Device - Interior Wiring

At approximately 0113 hours on October 20, 2000, two engines (power for U833-17) were making an eastbound move from the Cumberland Terminal 4 East Lead to the PPG Lead. As the engines passed the #14 westbound signal on the PPG Lead, the crew looked back and observed the #14 signal displaying a RESTRICTED PROCEED (two reds over a "B" marker light) instead of STOP (two red lights) while one engine still occupied the track circuit behind the signal. The signals were removed from service, and Train Control personnel were dispatched.

The cause was found to be worn insulation on the cable for the "B" marker light, which had made contact with the energized Red aspect terminal buss. The cable was repaired, signal checks were made with no exceptions, and the signals were returned to service.

302	2/19/2001	CSXT	CTC			Q297-19	Design	PA Tower, Fort Meade, MD	N

Human Error - Signal Circuit Design Error, Inadequate Service-Testing

At about 2130 on 2-19-01 B702-19 was traveling WB on #1 Track crossing over to #2 Track at Savage. After B702 cleared Savage, Train Dispatcher requested #3 crossover Savage normal and #8 Signal WB on #2 Track behind B702 for a following train Q297-19. As Q297 approached the #2 WB signal at PA Tower the train crew reported an APPROACH MEDIUM signal with B702 ahead in the block west of Savage. This signal should have been an APPROACH signal into the RESTRICTED PROCEED following B702. Signals were immediately removed from service and Train Control personnel dispatched to the location for investigation. The investigation revealed a design error at Savage that allowed a Code 3 generated and sent to PA Tower when a RESTRICTED PROCEED signal was displayed at Savage. A corrected design was sent to the field and installed. Full operational checks were made and the signals were restored to normal service at 1500 on 2-21-01.

No. of Reports Shown in this Listing: **8**