

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION  <b>FALSE PROCEED SIGNAL REPORT</b>		REPORT FOR (month/year) <b>FP-00-2-10</b> Jul 2000 <i>Estimada</i>
		DATE 07/24/2000
		REPORTING CARRIER Norfolk Southern Corporation  Division: Harrisburg
MAIL TO Mr. Michael Woods Federal Railroad Administration 16th Floor - Suite 16T20 100 Alabama Street, SW Atlanta, GA 30303-3104		REPORTING OFFICER  Chief Engineer - Northern Region Communications & Signal Department

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	07/21/2000	NS 7136	Pole Line	Milton, PA
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

**NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN**

At 9:30 a.m., July 21, 2000, Southbound Train # H46, Engineer \_\_\_\_\_ and Conductor \_\_\_\_\_ received a clear signal, southbound at CP South Fair into a Stop and Proceed aspect at automatic signal 247S. Dispatcher notified of incident.

Investigation of this incident revealed three separate trouble areas. These three conditions were a grounded code line (L-) wire at MP 246.1, a grounded line drop at Cameron Street, Milton, PA on the negative EHD line wire, and a dead comm line wire that was making contact with both the positive EHD and code line (L+) wires at MP 246.6.

The above conditions caused false code line voltage to be applied to the HD resulting in a Clear EB aspect at CP South Fair into a Stop and Proceed at signal 247S. The dead comm wires were removed from both code line wires and the signal control wires and the grounded line drop cable has been replaced.

