

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED		REPORT FOR (month/year) March 2000	
DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION RECEIVED APR 20 2000		DATE April 18, 2000	
MAIL TO Mr. Michael Woods Federal Railroad Administration 16th Floor - Suite 16T20 100 Alabama Street, SW Atlanta, GA 30303-3104		REPORTING CARRIER Norfolk Southern Corporation Division: Harrisburg	
		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	03/10/2000	8373, 8792 8051	Light out circuit	Reading, PA
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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 approximately 5:30 AM on 3/10/00, Train 11AH510, Engineer _____, Conductor _____, was proceeding west on Track #1 on the Harrisburg Line in Reading, PA. After having passed Intermediate Signal 591 displaying a "clear" indication, the train encountered the next signal, Intermediate Signal 601 displaying a "restricting" indication.

The train was brought to a safe stop, and the problem was reported to the Harrisburg Dispatcher.

Investigation of the incident revealed a lamp failure on the green aspect of Signal 601, and a design deficiency in the light out circuit at Signal 601. The signal design at this location would cause a red aspect to be displayed when a lamp failure condition existed on the green or yellow aspect (as is proper), but failed to change the polarity feeding the approach signal, Signal 591. The result was Signal 591 displaying a "clear" indication into a "restricting" indication at Signal 601 when a lamp failure condition was present on the green or yellow aspect at Signal 601.

After the incident, changes were made in the circuit design at Signal 601 such when a lamp failure occurs on the green or yellow aspects at Signal 601, in addition to causing Signal 601 to display "restricting" indication, a polarity change will be fed to Signal 591, causing it to display an "approach" indication. Upon completion of these changes, the signal system was restored to normal service.

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