

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

FP00-1-4

REPORT FOR (month/year)

June 2000

DATE

July 5, 2000

REPORTING CARRIER

Norfolk Southern Corporation

Division: Harrisburg

REPORTING OFFICER

7-5-00

Chief Engineer - Northern Region
Communications & Signal Department

MAIL TO

Mr. Michael Woods
Federal Railroad Administration
16th Floor - Suite 16T20
100 Alabama Street, SW
Atlanta, GA 30303-3104

| 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 | 06/04/2000 | NS 9316 | Human Error | Bellwood, NJ |
| 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 5:00 p.m., June 4, 2000, Train # 162H403, Engineer _____, Conductor _____, was eastbound on the Lehigh Line, in the controlled siding between CP 67 and CP 64, when they observed the eastbound signal at CP 64 on the single track, displaying a clear aspect with the #1 switch at CP 64 in reverse position lined against them.

Investigation revealed switch junction box had been damaged earlier in the day (at approx. 9:00 a.m.) by what appears to be All Terrain Vehicles. Repairs were made by maintainer _____ and maintainer test _____. They gave the switch back to the dispatcher at 2:06 p.m. The investigation by Fye and Renninger revealed four conductors of the switch cable had been placed in the wrong position which resulted in the switch points laying in the reverse position, yet indicating it was in the normal position. Wiring corrections were made and a complete breakdown of the switch indication circuits were done along with verification of switch correspondence with the dispatcher. Indication locking tests were made and the interlocking was restored to service at 9:55 p.m.

This false proceed signal at CP 64 was due to both maintainers failure to make proper in-service tests after disarrangement of the signal system.

