

**Harold Monroe Penn Jr.**  
**Norfolk Southern Corporation**  
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**Atlanta, GA 30308**  
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**Cell: (574)-361-4728**  
**Home: (404)-558-3730**

**Subject: Final plans for crossing at Maple Street (DOT 501487V)**

**Docket Number: A-2022-3031048**

**Description: Automatic Warning devices were upgraded at Maple Street. Attached are the final plans.**

*Harold Penn Jr*

12/2/2024



**COMMONWEALTH OF PENNSYLVANIA**  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
COMMONWEALTH KEYSTONE BUILDING  
400 NORTH STREET  
HARRISBURG, PENNSYLVANIA 17120

IN REPLY PLEASE  
REFER TO OUR FILE  
A-2022-3031048

August 15, 2022

**Via Eservice and Email Only**  
**TO ALL PARTIES OF RECORD**

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to alter the public crossing (DOT 501 487 V) by the installation of an additional mast equipped with new automatically operated flashing-light crossing warning signals and the installation of new LED flashing-light roundels where State Route 0921 (Maple Street) crosses, at grade, two (2) tracks of Norfolk Southern Railway Company located in Mount Wolf Borough, York County all in accordance with the Federal Grade Crossing Program and the allocation of costs incident thereto.

To Whom It May Concern:

This matter is before us by reason of an application filed with the Commission on February 22, 2022, by the Pennsylvania Department of Transportation (Department) seeking Commission approval to alter the public crossing (DOT 501 487 V) where State Route 0921 (Maple Street) crosses, at grade, two (2) tracks of Norfolk Southern Railway Company (Norfolk Southern) located in Mount Wolf Borough, York County.

In its application, the Department states it is desirable to alter the crossing by installation of an additional mast equipped with automatically operated LED flashing-light crossing warning signals and upgrade the existing incandescent flashing-light roundels with new LED flashing-light roundels; all in accordance with the approved plans and this Secretarial Letter.

A field investigation and conference was arranged by a Commission staff engineer and held on April 21, 2022 at the site of the subject crossing. Representatives of the Department, Norfolk Southern, Mount Wolf Borough and Northeastern York County Sewer Authority attended the field conference. Although notified by letter dated March 24, 2022, sent via electronic mail, there were no representatives of York County, Metropolitan Edison Company, AT&T, Verizon or York Water Company in attendance.

At the field conference, it was noted that State Route 0921 (Maple Street) is a bi-directional bituminous paved roadway oriented generally east-west that crosses, at grade, two (2) tracks of Norfolk Southern (DOT 501 487 V). The tracks are oriented generally north-south with a slight skew to the roadway and are situated near the beginning of a horizontal curvature in the roadway that transitions from a tangent section (east to west). Poor sight distance was noted on the eastbound approach due to the horizontal curve and brush growth. Private driveways make connection to State Route 0921 (Maple Street) in the northwest and southeast quadrants and a one-way borough roadway (Front Street) intersects with State Route 0921 (Maple Street) in the northeast quadrant. A bridge spanning a creek is located approximately 45-feet west from the western-most track. Concrete pedestrian sidewalk approaches are present on the north and south side of the roadway that transition to asphalt at the crossing; the northern sidewalk has a striped crosswalk through the crossing. The crossing surface consists of two (2) concrete high-type crossing surfaces. The existing warning facilities at the crossing consists of cantilevered automatically operated incandescent flashing-light signals on the east approach (southeast quadrant) and mast-mounted automatically operated incandescent flashing-light signals on the west approach (southwest quadrant). Crossbucks (R15-1), "2 TRACKS" Track Count (R15-2P) plaques, Emergency Notification (I-13) signs, stop lines, Grade Crossing Advance Warning (W10-1) signs and railroad pavement markings are present on both approaches.

The Department and Norfolk Southern described the details of the project, the alteration will provide: 1) the installation of an additional mast equipped with automatically operated LED flashing-light signals in the northwest quadrant to provide better sight distance when traveling in the eastbound direction and 2) upgrade the existing incandescent flashing-light roundels with new LED flashing-light roundels; all in accordance with the approved plans and this Secretarial Letter.

At the time of the field conference the Department was undecided if it will be necessary for the Commission to appropriate any property for construction of the project. The Department was advised that if it becomes necessary for the Commission to appropriate any property, they may submit detailed right-of-way plans and property descriptions (metes and bounds) for any property for the Commission to appropriate.

Norfolk Southern agrees to furnish all materials and perform all work necessary to install the additional mast equipped with automatically operated LED flashing-light signals in the northwest quadrant, upgrade the existing incandescent flashing-light roundels with new LED flashing-light roundels, including the necessary circuitry and any ancillary features thereof, at the Department's sole cost and expense. Norfolk Southern agrees to maintain its new and existing facilities at their sole cost and expense.

Norfolk Southern agrees to prepare and submit complete detailed situation and circuitry plans for the subject crossing alteration to each party in interest for review and to this Commission for approval, at the Department's sole cost and expense.

The Department agrees to maintain its highway approach roadways to the crossing, grade crossing advance warning signs, stop lines and pavement markings at their sole cost and expense.

The project will be funded through the Federal Highway Grade Crossing Safety Program disbursed through the Department with an estimated project cost of \$150,000.00.

It could not be determined if any facilities of any non-carrier public utility will be affected by the alteration of the crossing. Non-carrier public utilities will relocate their facilities at their initial cost and expense, if required.

The Commission hereby establishes its jurisdictional limits at the subject crossing as the area within the confines of the railroad right-of-way and the highway right-of-way and inclusive of any warning devices associated with the crossing that may be outside this limit.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission and no party in attendance at the field conference objected to the proposed improvements as discussed, we find that a Secretarial Letter can be issued approving the application without a formal hearing.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the alteration of the crossing is necessary and proper for the service, accommodation, convenience or safety of the public.

The application of the Pennsylvania Department of Transportation is approved as herein directed:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. The crossing where State Route 0921 (Maple Street) crosses, at grade, two (2) tracks of Norfolk Southern Railway Company (DOT 501 487 V) located in the Mount Wolf Borough, York County be altered as herein directed.
3. Pennsylvania Department of Transportation, at its sole cost and expense, and prior to the start of construction, prepare and submit complete detailed right-of-way plans and property descriptions (metes and bounds) for any property for the Commission to appropriate to all parties for review and to the Commission for approval, if necessary.
4. Norfolk Southern Railway Company, at the sole cost and expense of the Pennsylvania Department of Transportation, and prior to the start of construction, prepare and submit a situation and circuitry plan for the subject crossing to all parties for review and to the Commission for approval.
5. Norfolk Southern Railway Company, at the sole cost and expense of Pennsylvania Department of Transportation, furnish all material and do all work necessary to alter the State Route 0921 (Maple Street) crossing (DOT 501 487 V) by 1) the installation of an additional mast equipped with automatically operated LED flashing-light signals in the northwest quadrant and 2) upgrade the existing incandescent flashing-light roundels with new LED flashing-light roundels, including the necessary circuitry and any ancillary features thereof all constructed in accordance with the approved plan and this Secretarial Letter.
6. Norfolk Southern Railway Company, at the sole cost and expense of Pennsylvania Department of Transportation, furnish and maintain watchmen, flagmen and/or inspectors that may be deemed necessary to protect and safeguard its railroad operations or facilities during the time the facilities are being constructed.

7. Norfolk Southern Railway Company, at the sole cost and expense of Pennsylvania Department of Transportation, furnish all material and do all work necessary to establish and maintain any detours or traffic control that may be necessary to properly and safely accommodate vehicular, pedestrian and railroad traffic during the time the crossing is being altered.

8. Pennsylvania Department of Transportation, pay all compensation for damages, if any, due to the owners of property taken, injured or destroyed by reason of the alteration of the crossing in accordance with this Secretarial Letter.

9. Any relocation of, changes in and/or removal of any adjacent structures, equipment or facilities of any non-carrier public utility or municipal authority, which may be required as incidental to the alteration of the crossing be made by said public utility or municipal authority at its initial cost, and in such a manner as will not interfere with the alteration of the crossing; and such relocated or altered facilities thereafter be maintained by said public utility at its sole cost and expense.

10. Norfolk Southern Railway Company provide at least ten (10) days advance notice of the start of work to alter the crossing to each party involved in this proceeding.

11. All parties involved herein cooperate fully with each other so that during the time the work is being performed, vehicular, pedestrian and railroad traffic will not be endangered or unnecessarily inconvenienced and said requirements of each of the parties will be provided for and accommodated insofar as possible.

12. Norfolk Southern Railway Company, at the sole cost and expense of Pennsylvania Department of Transportation, furnish all material and perform all work necessary to complete the remainder of the project, and any other ancillary features of the project, generally in accordance with the approved plans and this Secretarial Letter.

13. All work necessary to alter the crossing be completed in a manner satisfactory to this Commission on or before August 31, 2023, and that on or before said date, Pennsylvania Department of Transportation report in writing to this Commission the date of actual completion of the work.

14. All costs which are to be reimbursed by the Department of Transportation consistent with this letter shall be reimbursed pursuant to the provisions of 23 C.F.R. Parts 140 and 646. The aforesaid Federal reimbursement shall not supersede, delay or in any manner, postpone the effect of any paragraph contained in this or any related Secretarial Letter or Order.

15. This Secretarial Letter is without prejudice to the right of any party to recover all or part of any costs incurred by said party in compliance with the provisions of this Secretarial Letter, in accordance with any lawful agreement between it and any other party.

16. Upon completion of the alteration of the crossing, Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary to maintain its railroad facilities at the subject crossing, including the active warning devices and all appurtenant equipment; and maintain at all times in a smooth and satisfactory condition the concrete high-type crossing surfaces and the pavement between the tracks, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide Pennsylvania Department of Transportation and Mount Wolf Borough at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

17. Upon completion of the alteration of the subject crossing, Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its highway approach roadways up to the concrete high-type crossing surfaces and in addition, maintain the grade crossing advance warning signs, stop lines and pavement markings, if required, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide Norfolk Southern Railway Company and Mount Wolf Borough at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

18. Upon completion of the alteration of the subject crossing, each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its respective facilities, existing or altered, located within the limits of the alteration.

19. Upon completion of the work herein directed, and upon written request from any party of record, this proceeding be scheduled for a hearing at a time and place to be determined by the Commission, for the purpose of taking testimony upon the final allocation of any remaining costs incurred by the non-carrier utility companies and other matters relevant to this proceeding.

The Parties are reminded that failure to comply with this or any Order or Secretarial Letter in this proceeding may result in an enforcement action seeking civil penalties and/or other sanctions pursuant to 66 Pa. C.S. § 3301.

The Commission has waived certain regulatory service provisions as directed by the Commission's Order at M-2021-3028321. Currently, while the Commission's physical facilities are open for business, some of the operational restraints occasioned by the pandemic remain. It is evident that the pandemic and its changing nature require certain procedural flexibility for the public, the regulated community, and the Commission. Toward this end, the Commission will continue to permit electronic service by the Commission on all parties, regardless of whether a particular party has agreed to electronic service. An exception to this general waiver is where the Public Utility Code requires service by specified means, e.g., Section 702. Additionally, service on Commission staff in proceedings pending before it, whether staff is a party or otherwise, shall be exclusively electronic unless the parties agree otherwise. Filings must be submitted by efilings with the Secretary of the Commission by opening an efilings account through the Commission's website and accepting eservice at <https://www.puc.pa.gov/filing-resources/efiling/>. If your filing contains confidential material, you are required to file by overnight delivery to ensure the timely filing of your submission.

If you are dissatisfied with the resolution of this matter, you may, as set forth in 52 Pa. Code §§ 1.31 and 5.44, file a Petition for Reconsideration from Staff Action (Petition) with the Commission within twenty (20) days of the date of this letter. The Petition shall be submitted by e-filing said petition within twenty (20) days, or if no timely request is made, the action will be deemed to be a final action of the Commission.

The Petition MUST include: (1) a written statement (divided into numbered paragraphs) outlining the reasons for the request; (2) the case docket number (it is provided for you at the top right hand corner of this letter); (3) the party on whose behalf the petition is made; (4) a Certificate of Service on the other parties of record; and (5) a Verification with original signature in accordance with 52 Pa. Code § 1.36.

Very truly yours,

A handwritten signature in black ink, appearing to read "Rosemary Chiavetta". The signature is fluid and cursive, with the first name "Rosemary" written in a larger, more prominent script than the last name "Chiavetta".


Rosemary Chiavetta  
Secretary

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9	CONNECTORS FOR TRACK MODULES	1
10	CPU MODULE & SEAR II HOOK-UPS	1
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12	BACKHAUL EQUIPMENT	1
13	SSCC#1 MODULE HOOK-UP	1
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15	IPITC AND 2XTR	1
16	CANTILEVER & FLASHER LIGHTS	1
17	BACKBOARD 1A, 1B & 1C	1
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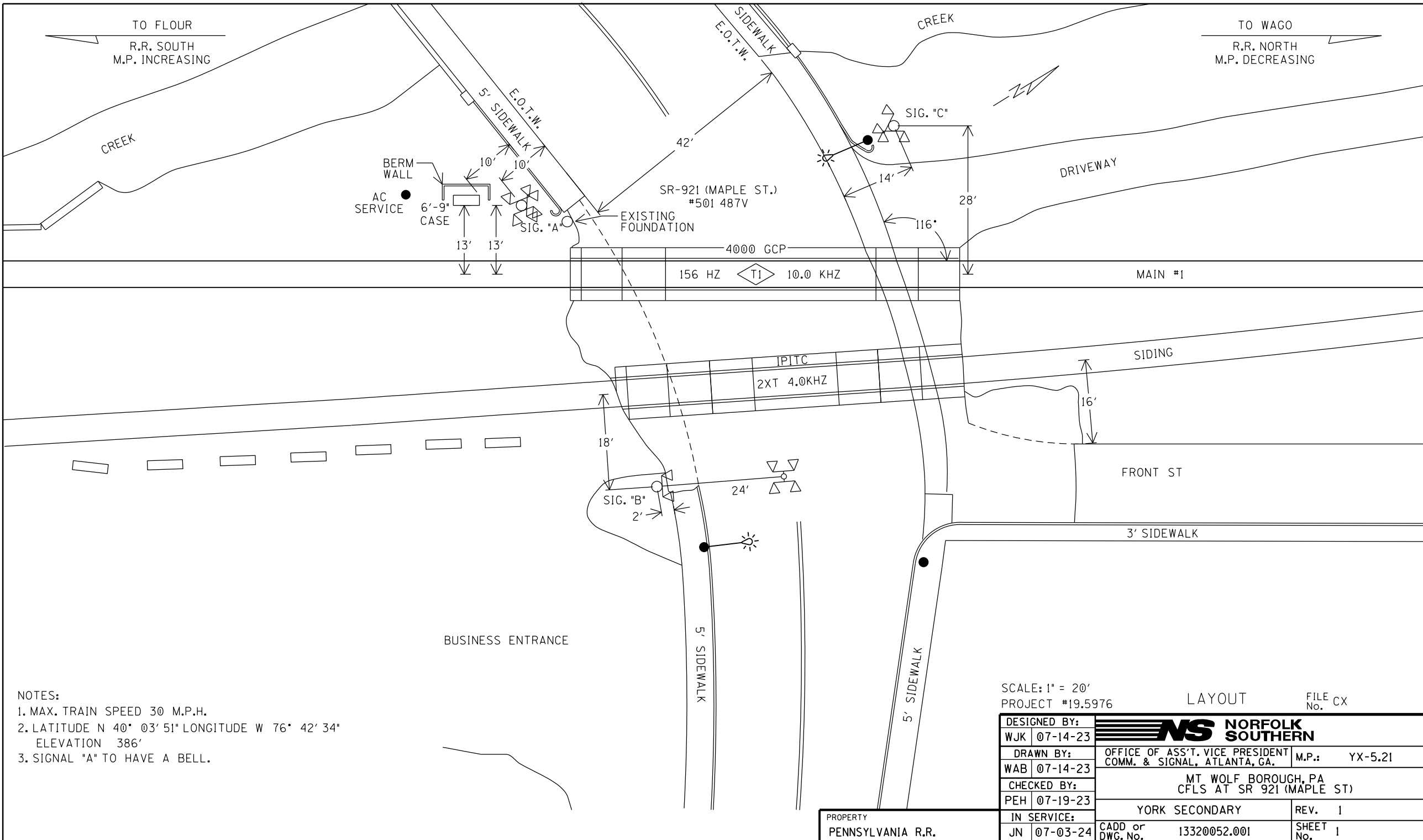
REVISIONS

1	07-14-23	WJK	WAB	PEH
NEW PLAN DRAWN ACCOUNT OF NEW SHELTER.				
FILE: *19.5976				
IN SERVICE: 07-03-24				
PER: JN			WAB	PEH

INDEX SHEET

DESIGNED BY:			
WJK   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.:	YX-5.21
DRAWN BY:	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)		
WAB   07-14-23	YORK SECONDARY		
CHECKED BY:	REV. 1		
PEH   07-19-23	SHEET 1		
IN SERVICE:	CADD or DWG. No.	13320052.NX1	No.
JN   07-03-24			

PROPERTY  
PENNSYLVANIA R.R.



NOTES:

- 1. MAX. TRAIN SPEED 30 M.P.H.
- 2. LATITUDE N 40° 03' 51" LONGITUDE W 76° 42' 34" ELEVATION 386'
- 3. SIGNAL "A" TO HAVE A BELL.

SCALE: 1" = 20'  
PROJECT #19.5976

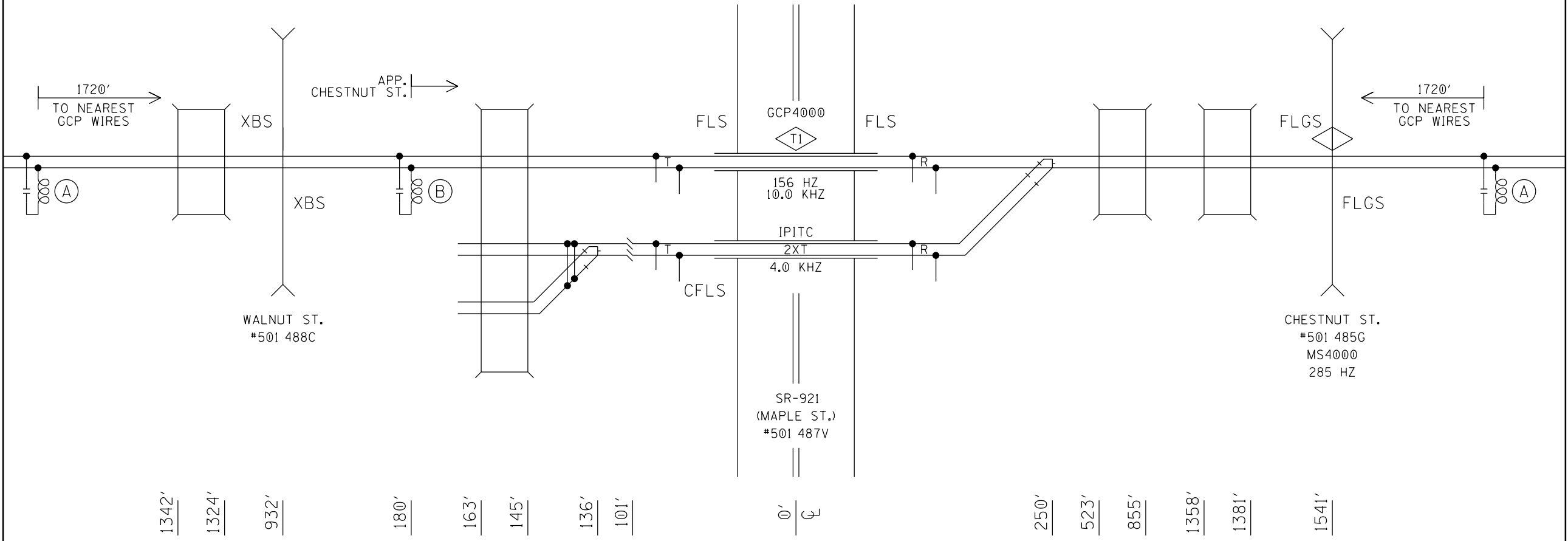
LAYOUT

FILE CX NO.

DESIGNED BY: WJK   07-14-23			M.P.:	YX-5.21
DRAWN BY: WAB   07-14-23			OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	
CHECKED BY: PEH   07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)			
IN SERVICE: JN   07-03-24	YORK SECONDARY	REV.	1	
PROPERTY PENNSYLVANIA R.R.	CADD or DWG. No.	13320052.001	SHEET	1

TO FLOUR  
R.R. SOUTH  
M.P. INCREASING

TO WAGO  
R.R. NORTH  
M.P. DECREASING

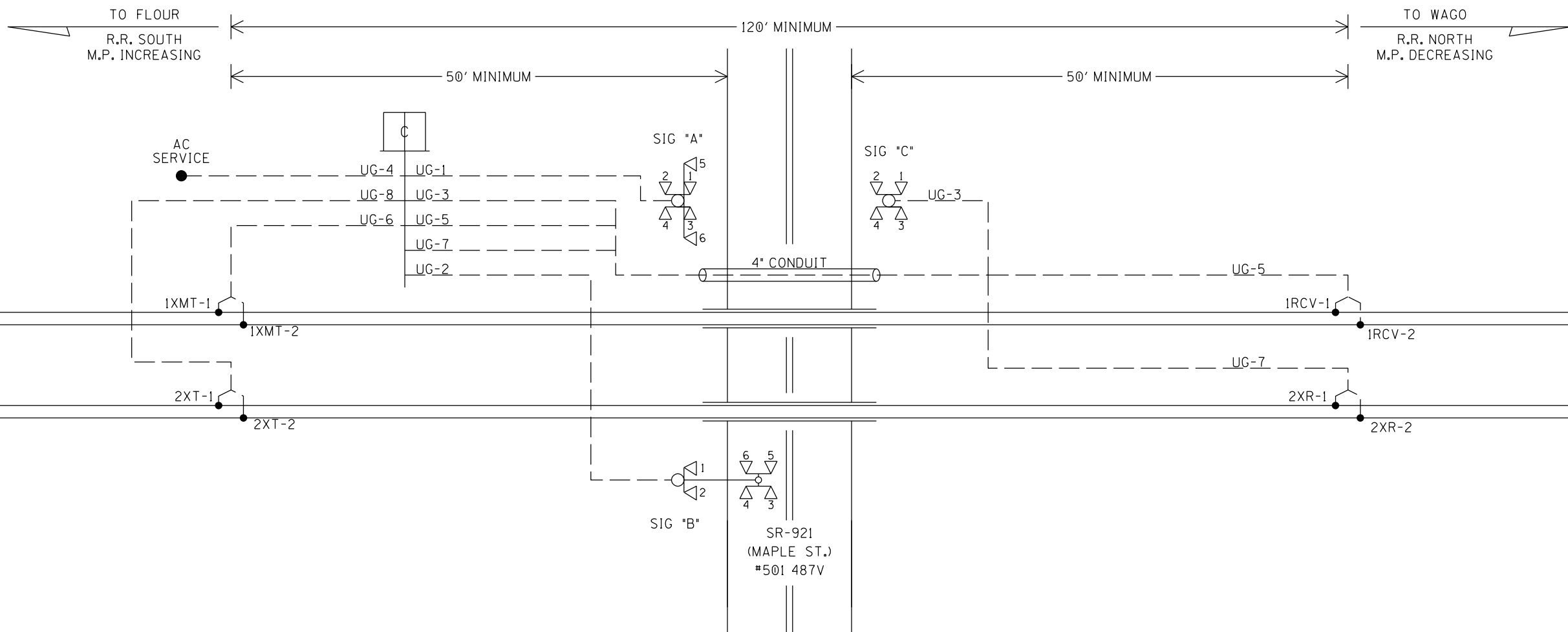


Ⓐ - MF-NBS FSS-1D 250849-003 (156HZ)

Ⓑ - NBS (285HZ)

PROFILE

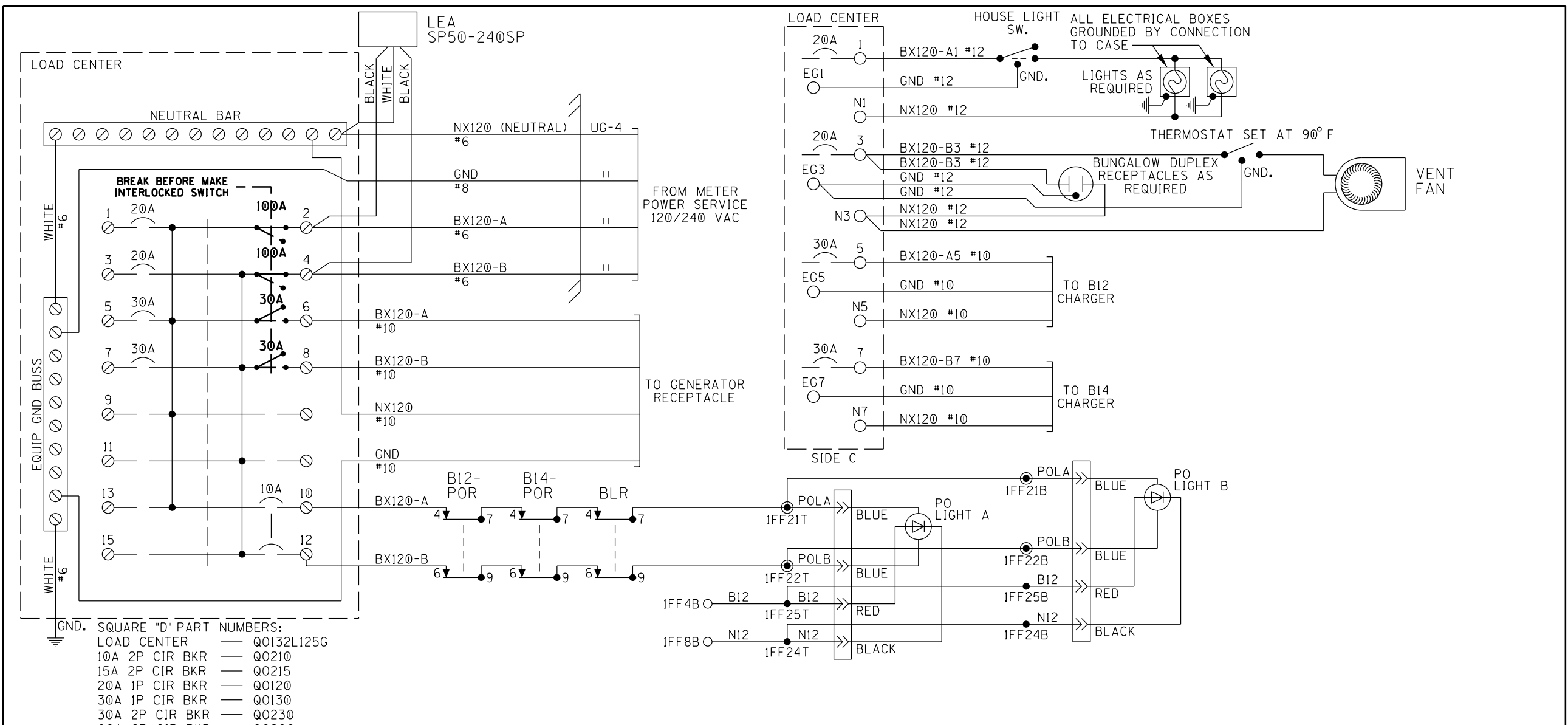
DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23		
CHECKED BY: PEH   07-19-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
IN SERVICE: JN   07-03-24	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
PROPERTY PENNSYLVANIA R.R.	YORK SECONDARY	REV. 1
	CADD or DWG. No. 13320052.002	SHEET 2 No.



UG-1-5CUG #6 AEC AEZ AEB AXX SPARE	UG-3-5CUG #6 CEC CEZ CEB SPARE SPARE	UG-4-3CUG #6 W/#8 GND BX120-A BX120-B NX120 GND	UG-5-TW. PR. #6 1RCV-1 1RCV-2	UG-7-TW. PR. #6 2XR-1 2XR-2
UG-2-5CUG #6 BEC BEZ BEB SPARE SPARE			UG-6-TW. PR. #6 1XMT-1 1XMT-2	UG-8-TW. PR. #6 2XT-1 2XT-2

CABLE PLAN

DESIGNED BY: WJK 07-14-23		
DRAWN BY: WAB 07-14-23		
CHECKED BY: PEH 07-19-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
IN SERVICE: JN 07-03-24	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
PROPERTY PENNSYLVANIA R.R.	YORK SECONDARY	REV. 1
	CADD or DWG. No. 13320052.003	SHEET 3 No.



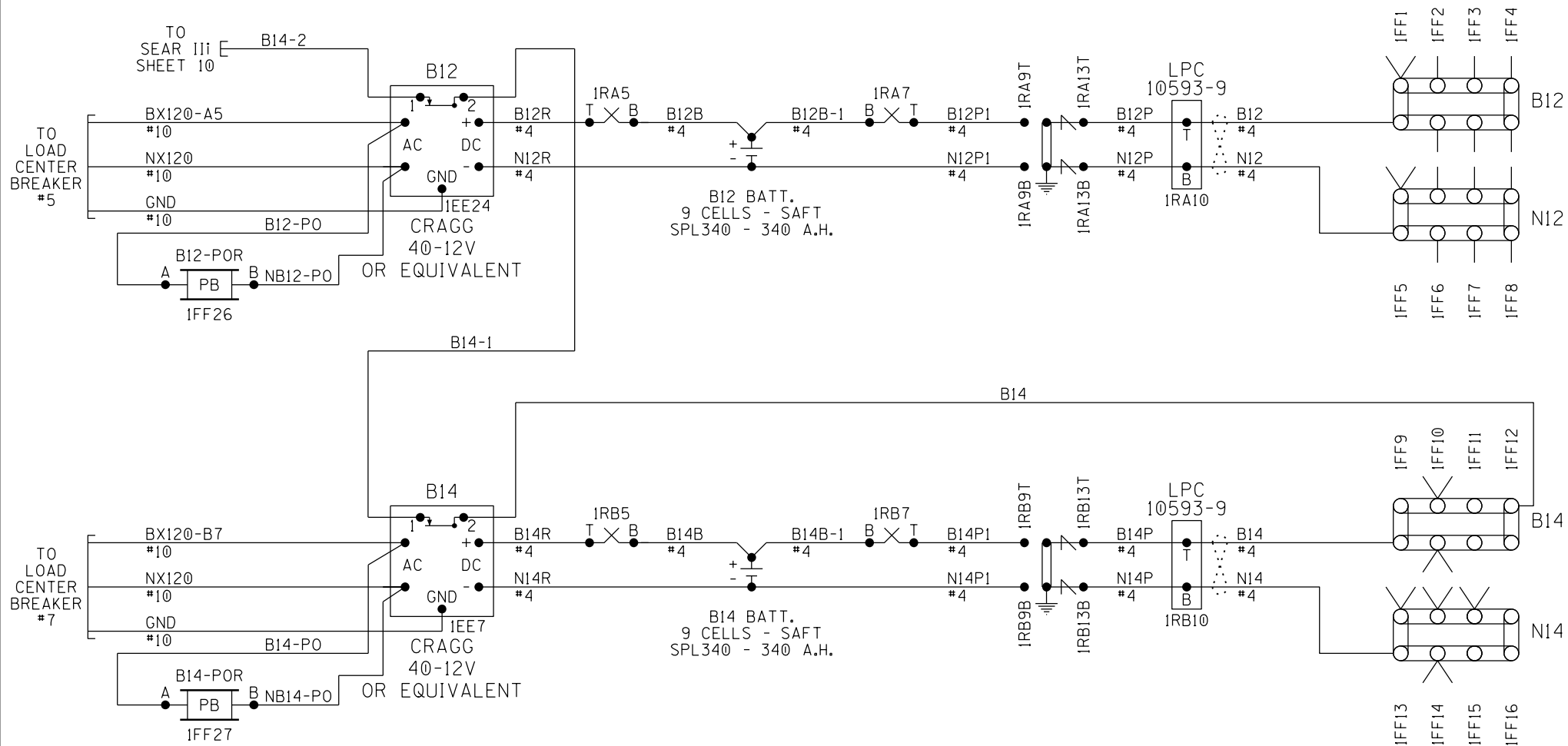
- SQUARE "D" PART NUMBERS:
- LOAD CENTER — Q0132L125G
  - 10A 2P CIR BKR — Q0210
  - 15A 2P CIR BKR — Q0215
  - 20A 1P CIR BKR — Q0120
  - 30A 1P CIR BKR — Q0130
  - 30A 2P CIR BKR — Q0230
  - 60A 2P CIR BKR — Q0260
  - 100A 2P CIR BKR — Q02100
  - MECH INTERLOCK — PK4DT1M4LA
  - GENERATOR RECEPTACLE:
  - MALE CONNECTOR — NEMA L1430-FI

- NOTES:
1. ALL WIRING TO BE #16AWG UNLESS NOTED OTHERWISE.
  2. ALL AC WIRING TO LOAD CENTER TO BE IN METALLIC CONDUIT WITH NO EXPOSED TERMINALS. ALL AC 120V AND 240V EQUIPMENT TO BE PROPERLY GROUNDED.
  3. ● = INSULATED NUTS TO BE USED ON ALL TERMINALS OF 120VAC AND ABOVE.

PROPERTY  
PENNSYLVANIA R.R.

LOAD CENTER

DESIGNED BY: WJK 07-14-23			M.P.:	YX-5.21
DRAWN BY: WAB 07-14-23			OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	
CHECKED BY: PEH 07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)			
IN SERVICE: JN 07-03-24	YORK SECONDARY		REV.	1
CADD or DWG. No.	13320052.004	SHEET	4	



B12-POR

⑥	⑤	④
③	②	①
BACK 3	2	1
FRONT 6	5	4
HEEL 9	8	7
B  A		
POTTER BRUMFIELD RELAY (FRONT VIEW) KUMP-14A18-120		
ⓑ		Ⓐ
⑨	⑧	⑦

B14-POR

⑥	⑤	④
③	②	①
BACK 3	2	1
FRONT 6	5	4
HEEL 9	8	7
B  A		
POTTER BRUMFIELD RELAY (FRONT VIEW) KUMP-14A18-120		
ⓑ		Ⓐ
⑨	⑧	⑦

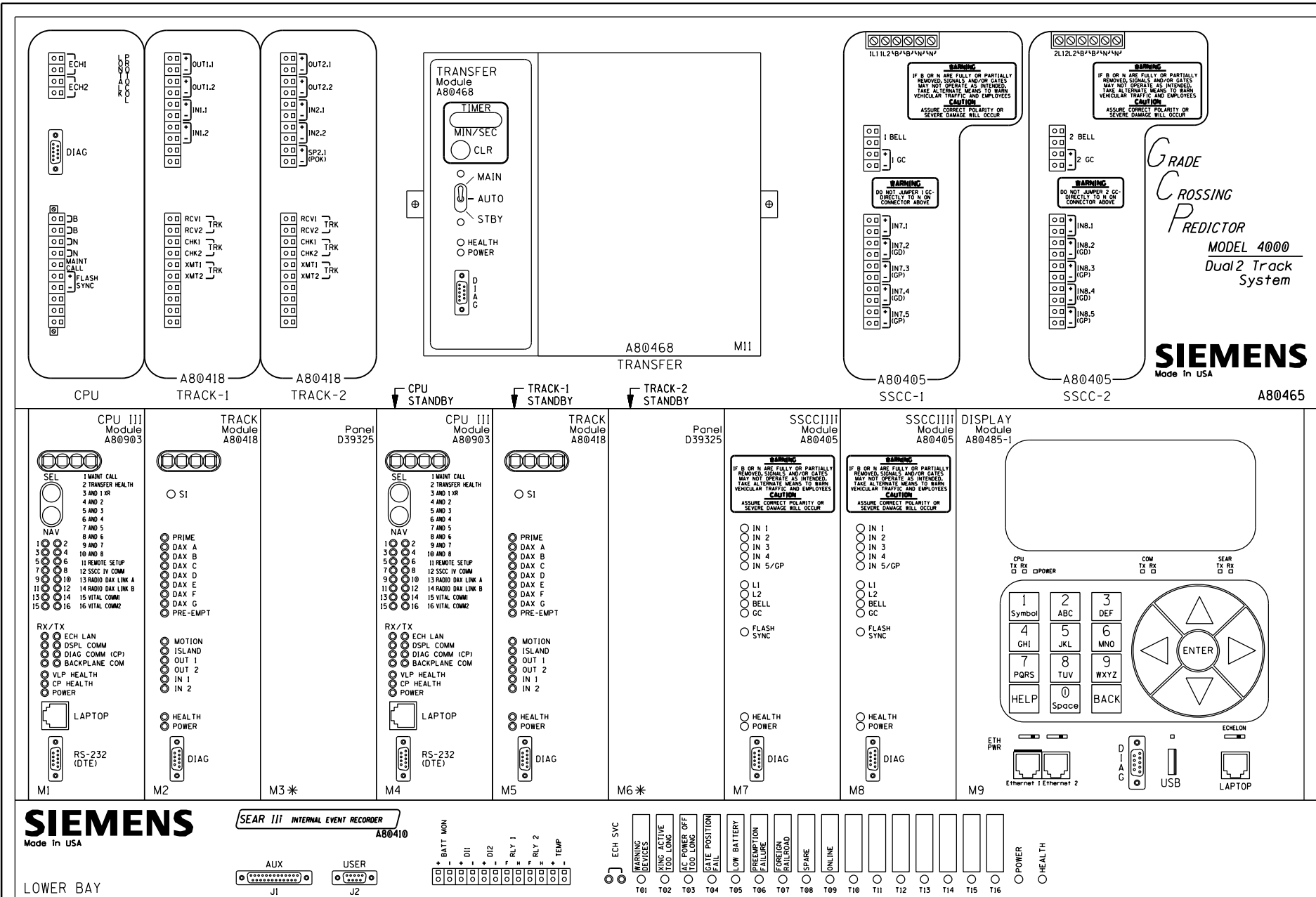
NOTES:

1. ALL WIRING TO BE #16AWG UNLESS NOTED OTHERWISE.

2. = TWIST

CHARGERS & BATTERIES

DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23		
CHECKED BY: PEH   07-19-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
IN SERVICE: JN   07-03-24	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
PROPERTY PENNSYLVANIA R.R.	YORK SECONDARY	REV. 1
	CADD or DWG. No. 13320052.005	SHEET 5 No.



GCP4000 CHASSIS & MODULE LAYOUT

\* = MAIN & STANDBY MAY USE RIO IN TRACK 2 SLOTS (M3 & M6)

Program Report  
-----

Location and SIN  
-----

DOT Number: 501487V  
Milepost Number: YX-5.21  
Site Name: SR 921 (MAPLE ST.)

SIN: 755048722416

MCF and Template Selection  
-----

MCF Name: GCP-T6X-02-1.mcf  
MCF Revision: 021  
MCFCRC: 6076E435

Template = 1A:6 Trk Bi

Check Numbers  
-----

Office Check No. (DT 4.6.0): 12903265  
Office Check Number: 12903265  
Config. Check Number: 0DE8BA2C  
(Based on MCF Revision 021)

Comments  
-----

Program  
-----

BASIC: module configuration  
Track 1 Slot = Track  
Track 2/RIO 1 Slot = Not Used  
Track 3 Slot = Not Used  
Track 4 Slot = Not Used  
Track 5/RIO 2 Slot = Not Used  
Track 6/RIO 3 Slot = Not Used  
SSCC-1 Slot = SSCC3i  
SSCC-2 Slot = SSCC3i  
SEAR Used = Yes

BASIC: MS/GCP operation  
Track 1: MS/GCP Operation = Yes

BASIC: island operation  
Track 1: Island Used = Internal

BASIC: preemption  
Preempt Logic = No

BASIC: radio Dax links  
Radio DAX link A Used = No  
Radio DAX link B Used = No

BASIC: VitalComms links  
VitalComms link 1 Used = No  
VitalComms link 2 Used = No

PREDICTORS: track 1  
Track 1: Prime Used = Yes  
Track 1: Dax A Used = No  
Track 1: Dax B Used = No  
Track 1: Dax C Used = No  
Track 1: Dax D Used = No  
Track 1: Dax E Used = No  
Track 1: Dax F Used = No  
Track 1: Dax G Used = No

GCP: track 1  
Track 1: GCP Freq Category = Standard  
Track 1: GCP Frequency = 156 Hz  
Track 1: Approach Distance = 1720 ft  
Track 1: Uni/Bi/Sim-Bidirnl = Bidirnl  
Track 1: GCP Transmit Level = Medium  
Track 1: Island Connection = Isl1  
Track 1: Island Distance = 173 ft  
Track 1: Computed Distance = 1900 ft  
Track 1: Linearization Steps = 100

GCP: track 1 enhanced det  
Track 1: Inbound PS Sensitivity = Off  
Track 1: Speed Limiting Used = Yes  
Track 1: Outbound False Act Lvl = Normal  
Track 1: Outbound PS Timer = 20 sec  
Track 1: Trailing Switch Logic = On  
Track 1: Post Joint Detn Time = 15 sec  
Track 1: Adv Appr Predn = No  
Track 1: Cancel Pickup Delay = This Isl

GCP: track 1 prime  
Track 1: Prime Warning Time = 30 sec  
Track 1: Prime Offset Distance = 0 ft  
Track 1: Switch MS EZ Level = 10  
Track 1: Prime MS/GCP Mode = Pred  
Track 1: Prime Pickup Delay = 15 sec  
Track 1: Prime UAX = Not Used

GCP: track 1 pos start  
Track 1: Positive Start = Off  
Track 1: Sudden Shnt Det Used = No  
Track 1: Low EZ Detection Used = No

GCP: track 1 MS Control  
Track 1: MS/GCP Ctrl IP Used = No  
Track 1: MS Sensitivity Level = 0  
Track 1: Compensation Level = 1300  
Track 1: Warn Time-Ballast Comp = High  
Track 1: Low EX Adjustment = 39  
Track 1: Bidirnl Dax Passthru = No  
Track 1: False Act on Train Stop = No  
Track 1: EX Limiting Used = Yes  
Track 1: EZ Correction Used = Yes

ISLAND: track 1  
Track 1: Isl Frequency = 10.0 kHz  
Track 1: Pickup Delay (2s +) = 0 sec  
Track 1: Isl Enable IP Used = No

AND: track Anding  
AND 1 XR Used = Yes  
AND 2 Used = No  
AND 3 Used = No  
AND 4 Used = No  
AND 5 Used = No  
AND 6 Used = No  
AND 7 Used = No  
AND 8 Used = No

AND: AND 1 XR  
AND 1 XR Track 1 = Prime  
AND 1 Enable Used = Yes  
And 1 Enable Pickup = 5 sec  
AND 1 Enable Drop = 0 sec  
AND 1 Wrap Used = No

ADVANCED: MS restart  
MS/GCP Restart Used = No

ADVANCED: out of service  
OOS Control = Display+OOS IPs  
OOS Timeout = Yes  
OOS Timeout = 1 hrs

ADVANCED: out of service 2  
TI OOS Control = OOS Input 1

ADVANCED: track wrap circuits  
Wrap LOS Timer = 5 sec  
Track 1 Wrap Used = No

ADVANCED: trk 1 overrides  
Track 1: All Predictors Override Used = No

ADVANCED: OR logic  
OR 1 Used = No  
OR 2 Used = No  
OR 3 Used = No  
OR 4 Used = No

ADVANCED: internal I/O 1  
Pass Thrus = No  
Int.1 Sets = Not Used  
Int.1 Set by = Not Used  
Int.2 Sets = Not Used  
Int.2 Set by = Not Used  
Int.3 Sets = Not Used  
Int.3 Set by = Not Used  
Int.4 Sets = Not Used  
Int.4 Set by = Not Used


ADVANCED: internal I/O 2  
Int.5 Sets = Not Used  
Int.5 Set by = Not Used  
Int.6 Sets = Not Used  
Int.6 Set by = Not Used  
Int.7 Sets = Not Used  
Int.7 Set by = Not Used  
Int.8 Sets = Not Used  
Int.8 Set by = Not Used

ADVANCED: internal I/O 3  
Int.9 Sets = Not Used  
Int.9 Set by = Not Used  
Int.10 Sets = Not Used  
Int.10 Set by = Not Used  
Int.11 Sets = Not Used  
Int.11 Set by = Not Used  
Int.12 Sets = Not Used  
Int.12 Set by = Not Used

ADVANCED: internal I/O 4  
Int.13 Sets = Not Used  
Int.13 Set by = Not Used  
Int.14 Sets = Not Used  
Int.14 Set by = Not Used  
Int.15 Sets = Not Used  
Int.15 Set by = Not Used  
Int.16 Sets = Not Used  
Int.16 Set by = Not Used

ADVANCED: site options  
Daylight Savings = On  
Units = Standard  
Maint Call Rpt IP Used = No  
Emergency Activate IP = No  
EZ/EX Logging = Change  
EZ/EX Point Change = 3

GCP4000 PROGRAMMING

DESIGNED BY:			
WJK   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.		M.P.: YX-5.21
DRAWN BY:	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)		
WAB   07-14-23			
CHECKED BY:	YORK SECONDARY		
PEH   07-19-23	REV. 1		
IN SERVICE:	CADD or DWG. No. 13320052.007		SHEET 7
JN   07-03-24			

PROPERTY  
PENNSYLVANIA R.R.

SSCC  
 Gates Used = No  
 Min Activation = 0 sec  
 Rmt Activation Cancel = 2 min  
 BellOn Gate Rising = No  
 Mute BellOn Gate Down = No  
 SSCCIV Controller Used = No

SSCC: 1  
 SSCC-1 Activation = AND 1 XR  
 SSCC 1:Flash Rate = 40  
 SSCC 1:Low Battery Detection = No  
 SSCC 1:Flash Sync = master  
 SSCC 1:Invert Gate Output = No  
 SSCC 1:Lamp NeutralTest = Off  
 Aux-1 Xng CtrlUsed = No

SSCC: 2  
 SSCC-2 Activation = AND 1 XR  
 SSCC 2:Flash Rate = 40  
 SSCC 2:Low Battery Detection = No  
 SSCC 2:Flash Sync = slave  
 SSCC 2:Invert Gate Output = No  
 SSCC 2:Lamp NeutralTest = Off  
 Aux-2 Xng CtrlUsed = No

OUTPUT: assignment page 1  
 OUT 1.1 = Not Used  
 OUT 1.2 = Not Used

INPUT: assignment page 1  
 IN 1.1 = AND 1 XR Enable  
 IN 1.2 = Not Used

IO: assignment SSCC  
 OUT GC 1 = Not Used  
 OUT GC 2 = Not Used  
 IN 7.1 = Not Used  
 IN 7.2 = Not Used  
 IN 7.3 = AND 1 XR Enable  
 IN 7.4 = Not Used  
 IN 7.5 = Not Used  
 IN 8.1 = Out Of Service IP 1  
 IN 8.2 = Not Used  
 IN 8.3 = Not Used  
 IN 8.4 = Not Used  
 IN 8.5 = Not Used

SEAR  
 SEAR Subnode = 3  
 DI 1 = Not Used  
 DI 2 = Not Used  
 Rly 1 = General1  
 Rly 2 = Not Used

SEAR: inputs  
 SP 2.1 = POK 1  
 SP 3.1 = Not Used  
 SP 4.1 = Not Used  
 SP 5.1 = Not Used  
 SP 6.1 = Not Used

SEAR: slot 1-4 inputs  
 IN 1.2 = Not Used  
 IN 2.1 = Not Used  
 IN 2.2 = Not Used  
 IN 3.1 = Not Used  
 IN 3.2 = Not Used  
 IN 4.1 = Not Used  
 IN 4.2 = Not Used

SEAR: inputs slot 5  
 IN 5.1 = Not Used  
 IN 5.2 = Not Used


SEAR: inputs slot 6  
 IN 6.1 = Not Used  
 IN 6.2 = Not Used

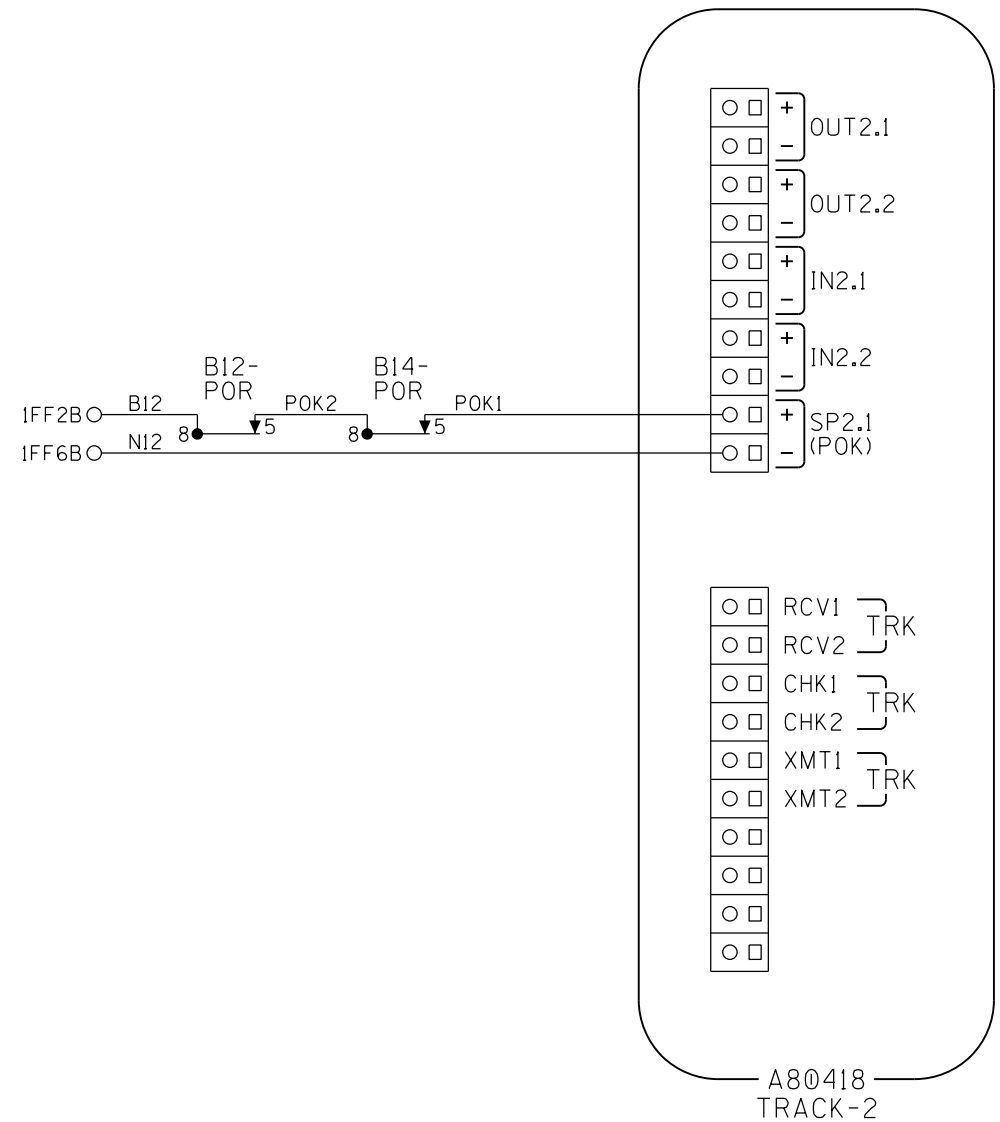
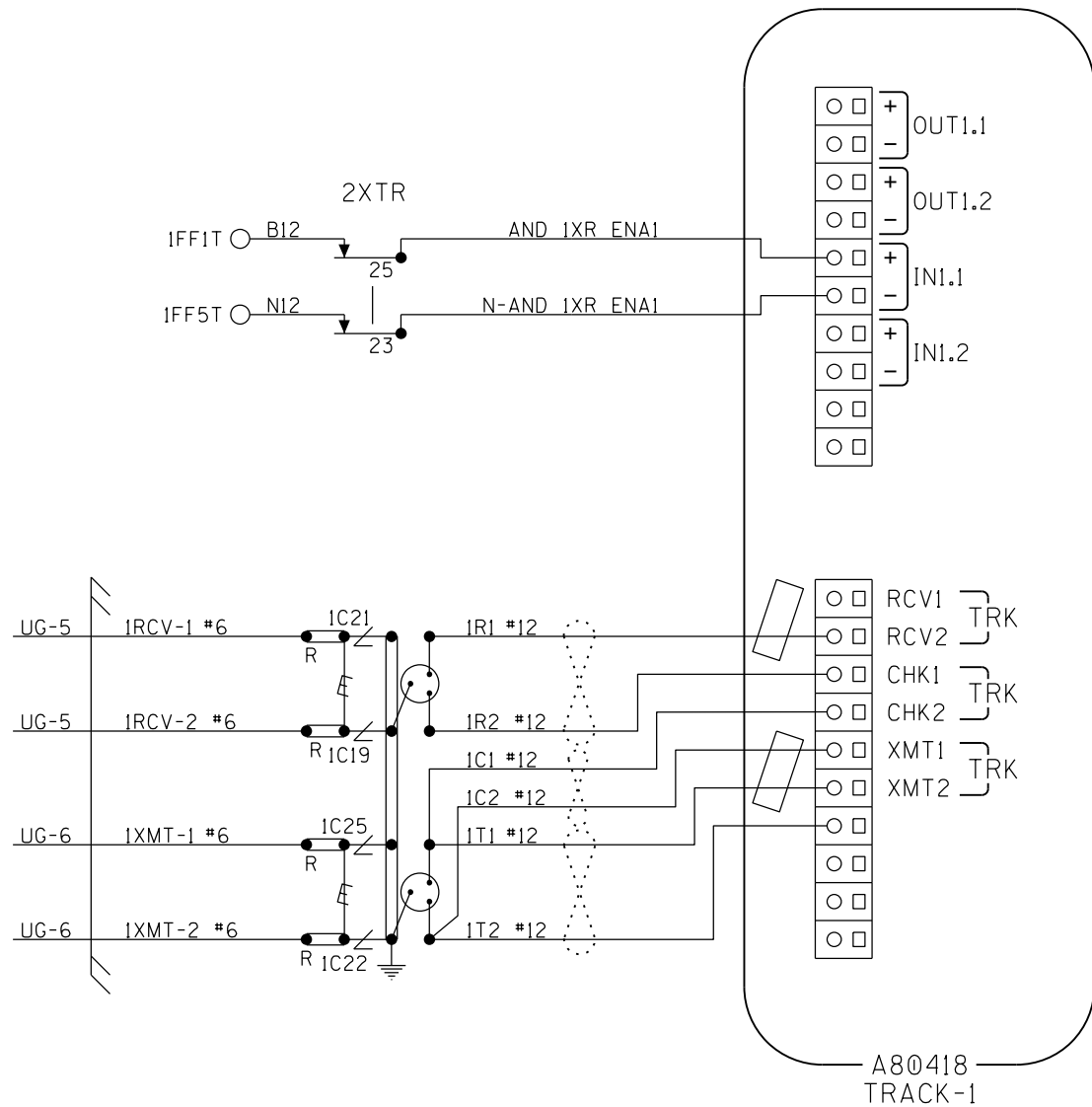
SEAR: slot 7-8 inputs  
 IN 7.1 = Not Used  
 IN 7.2 = Not Used  
 IN 7.4 = Not Used  
 IN 7.5 = Not Used  
 IN 8.2 = Not Used  
 IN 8.3 = Not Used  
 IN 8.4 = Not Used  
 IN 8.5 = Not Used

SITE: programming  
 Radio Subnode = 1  
 Field Password = Off  
 Low Battery Enabled = Off

Configuration Package File  
 -----  
 Filename: 13320052.PAC

GCP4000 PROGRAMMING

DESIGNED BY:			
WJK   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.:	YX-5.21
DRAWN BY:	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)		
WAB   07-14-23	YORK SECONDARY		REV. 1
CHECKED BY:	CADD or DWG. No. 13320052.008		
PEH   07-19-23	IN SERVICE:		SHEET 8
JN   07-03-24	PROPERTY PENNSYLVANIA R.R.		



NOTES:

1. ALL WIRING TO BE #16AWG UNLESS NOTED OTHERWISE.

2. = TWIST

3. = FERRITE BEAD

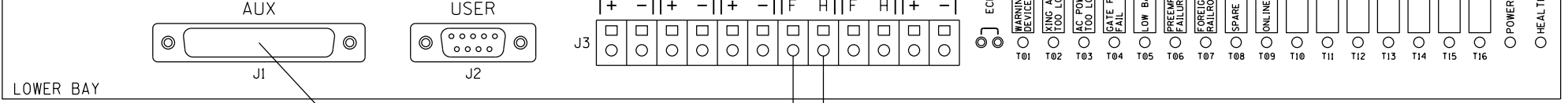
CONNECTORS FOR TRACK MODULES

DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
CHECKED BY: PEH   07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
IN SERVICE: JN   07-03-24	YORK SECONDARY	REV. 1
PROPERTY PENNSYLVANIA R.R.	CADD or DWG. No. 13320052.009	SHEET 9 No.

**SIEMENS**  
Made in USA

**SEAR III INTERNAL EVENT RECORDER**

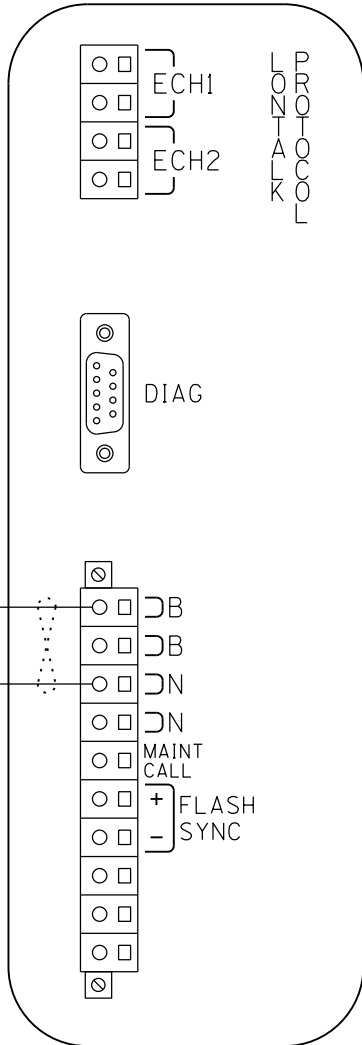
A80410



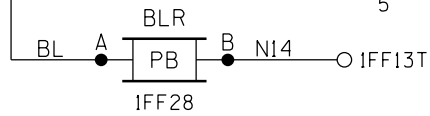
LOWER BAY

TO RADIO SHEET 12

TO SHEET 5



1FF2T - B12 #10  
1FF6T - N12 #10



BLR

⑥	⑤	④	
③	②	①	
BACK	3	2	1
FRONT	6	5	4
HEEL	9	8	7
	B		A
POTTER BRUMFIELD RELAY (FRONT VIEW) KUMP-14D18-12			
⑨	⑧	⑦	

- NOTES:
1. ALL WIRING TO BE #16AWG UNLESS NOTED OTHERWISE.
  2. = TWIST

CPU MODULE & SEAR III HOOK-UP

DESIGNED BY: WJK 07-14-23	<b>NORFOLK SOUTHERN</b>	
DRAWN BY: WAB 07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
CHECKED BY: PEH 07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
IN SERVICE: JN 07-03-24	YORK SECONDARY	REV. 1
PROPERTY PENNSYLVANIA R.R.	CADD or DWG. No. 13320052.010	SHEET No. 10

SITE SET UP PROCEDURE	
FUNCTION	LED DISPLAY
DATE/TIME	
AUTOMATIC DST ADJUSTMENT	NO
TIMEZONE	OTHER (USER SET)
GMT OFFSET	+00:00
SITE NAME	SR 921 (MAPLE ST.)
MILEPOST	YX-5.21
DOT#	501 487V
TESTER TYPE	CROSSING
DATE FORMAT	MM-DD-YYYY
TEMP. FORMAT	FARENHEIT
INDICATE HOLD (SEC)	0
INDICATE REFRESH (SEC)	60
GEO CTL PERIOD (SEC)	0
SITE ATCS ADDRESS	7.550.487.224.03.01
SITE TYPE	COLLECTOR
# OFFICE ATCS ADDRESS	2.550.01.3876
# POLL ID	1
# MODE	GEN/ATCS
# WAMS XID	DISABLED
# OFFICE COMM DEVICE	RAILLOGIC
# RAILLOGIC PORT	AUX
# OUR RADIO ID	REMEDY STATES REMOTE RADIO ID
# DEST RADIO ID	REMEDY STATES RADIO ID
# MAX RETRIES	3
# RETRY WAIT	5
# NXT PKT DELAY	3
# MUTE TIMER	10
★ USER PORT BAUD	57600
★ USER PORT DATA BITS	8
★ USER PORT PARITY	NONE
★ USER PORT STOP BITS	1
★ USER PORT FLOW CONTROL	NONE
AUX PORT BAUD	19200
★ AUX PORT DATA BITS	8
★ AUX PORT PARITY	NONE
★ AUX PORT STOP BITS	1
★ AUX PORT FLOW CONTROL	NONE

CONTROL SYSTEM CONFIGURATION MENU QUESTIONS	
THE QUESTION	SELECT FROM MENU OPTION
RESET NAMES AND MODULES?	YES
RAILROAD NUMBER?	550
CROSSING CONFIGURATION?	NORMAL
AND1 USED AS XR?	YES
AND2 USED AS XR?	NO
AND3 USED AS XR?	NO
AND4 USED AS XR?	NO
AND5 USED AS XR?	NO
AND6 USED AS XR?	NO
AND7 USED AS XR?	NO
AND8 USED AS XR?	NO
* XR CONTROLLED BY FOREIGN RR?	NO
ENTRANCE GATES?	0
85% VOLTAGE RELAY OUT?	YES
BATTERY BANKS?	2
BATT MON USED?	NO
** LOW BATTERY 1 PERCENTAGE?	85%
** LOW BATTERY 2 PERCENTAGE?	85%
** LOW BATTERY 3 PERCENTAGE?	85%
PREEMPTION?	NO
INTERNAL CROSSING CONTROLLERS?	2
EXTERNAL CROSSING CONTROLLERS?	0
VHF COMMUNICATOR?	NO
*** DTMF ACTIVATION?	NO
*** ACTIVATION CODE?	(1-999)
*** ACTIVATION TIMEOUT?(SECONDS)	(30-600)
ILOD MODULES?	0
**** VHF VOICE CHANNEL?	(1-8)
**** VHF DATA CHANNEL?	(1-8)
USE CELL MODEM NON-CRITICAL FEATURE?	(NO, YES)
CROSSING ACTIVE ALARM TIME?(MIN)	(0-60)
POWER OFF ALARM TIME?(MIN)	(0-60)

\*  
\*\*  
\*\*  
\*\*  
\*\*\*  
\*\*\*  
\*\*\*  
\*\*\*  
\*\*\*\*  
\*\*\*\*


NOTES:

- # = NOT DISPLAYED IF SITE TYPE = NO COMMUNICATION
- ★ = USE DEFAULT SETTINGS
- \* = ONLY DISPLAYED IF CROSSING CONFIGURATION = SPLIT GATE
- \*\* = ONLY DISPLAYED IF BATTERY BANKS = 1,2 OR 3
- \*\*\* = ONLY DISPLAYED IF VHF COMMUNICATOR = YES
- \*\*\*\* = ONLY DISPLAYED IF DTMF

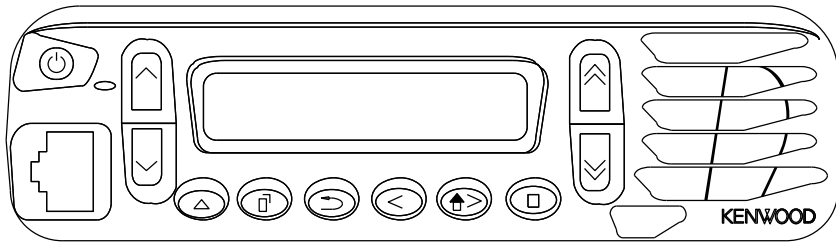
PROGRAM MENU QUESTIONS	PROGRAM
EDIT DIGITAL INPUTS	NO
EDIT BATTERIES	NO
EDIT RELAYS	NO
EDIT INDICATOR LEDS	NO
EDIT TEST LEDS	NO
GCP4K ATCS SUBNODE	16

TO CONFIGURE SEARIII PRESS SITE SETUP KEY.  
USE ARROW KEYS TO MAKE SELECTION,  
PRESS ENTER AFTER SELECTION HAS BEEN MADE.

SEAR III PROGRAMMING

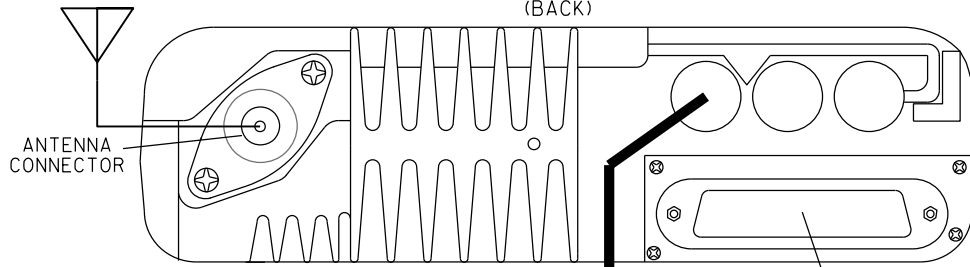
DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
CHECKED BY: PEH   07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
IN SERVICE: JN   07-03-24	YORK SECONDARY	REV. 1
PROPERTY PENNSYLVANIA R.R.	CADD or DWG. No. 13320052.011	SHEET No. 11

(FRONT)



KENWOOD RADIO NX-700H  
OR EQUIVALENT

(BACK)



ANTENNA  
CONNECTOR

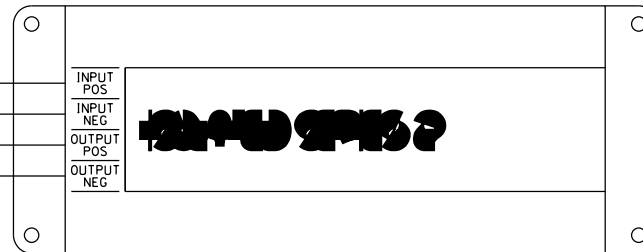
IDD14

DB25M - DB25M  
STRAIGHT THROUGH CABLE

TO  
SEAR III  
SHEET 10

CABLE - KENWOOD  
P/N E30-7520-15

1FF4T ○ B12  
1FF8T ○ N12  
B12  
N12



1DD4

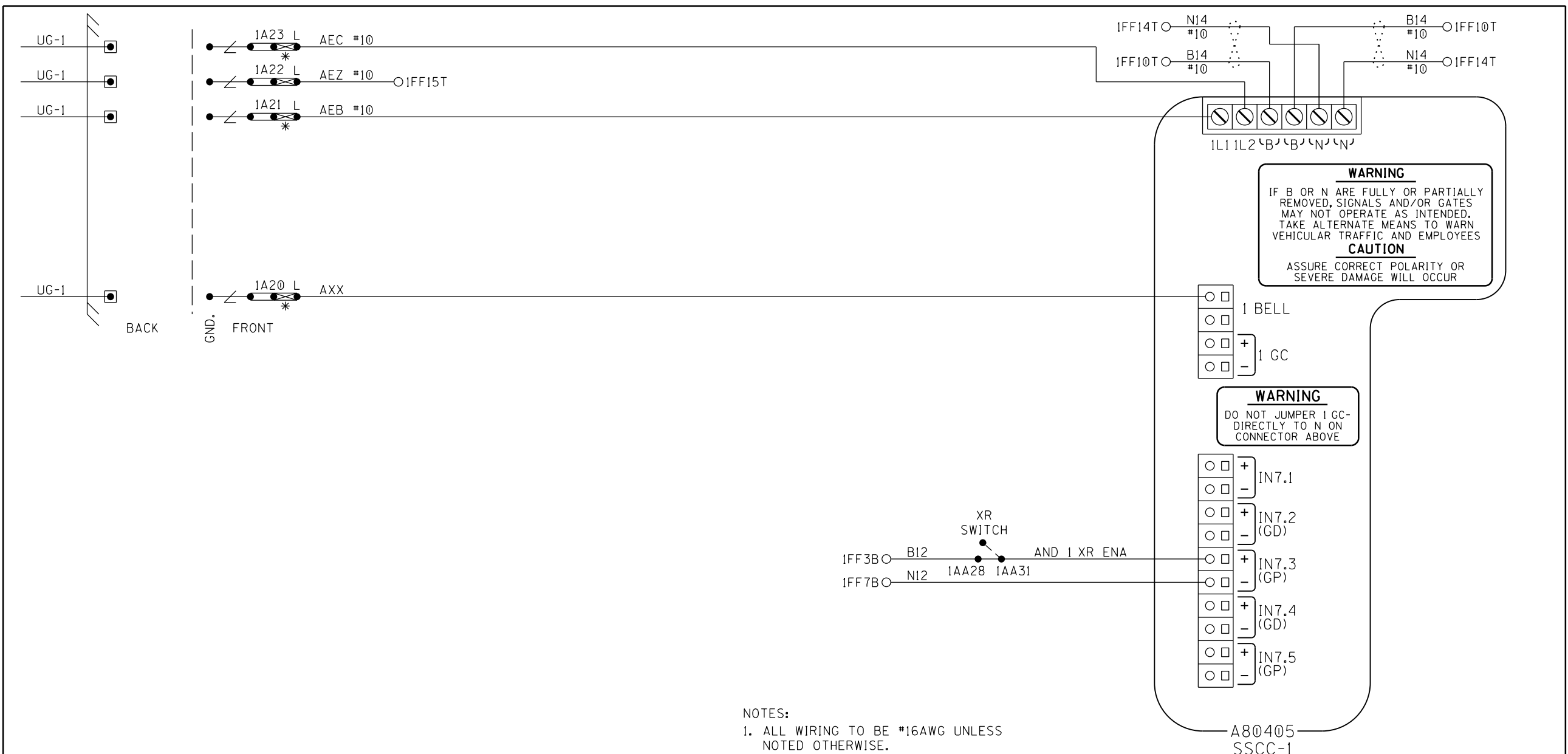
NOTE:

- 1. ALL WIRING TO BE #10AWG UNLESS NOTED OTHERWISE.

PROPERTY  
PENNSYLVANIA R.R.

BACKHAUL EQUIPMENT

DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
CHECKED BY: PEH   07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
IN SERVICE: JN   07-03-24	YORK SECONDARY	REV. 1
	CADD or DWG. No. 13320052.012	SHEET 12 No.

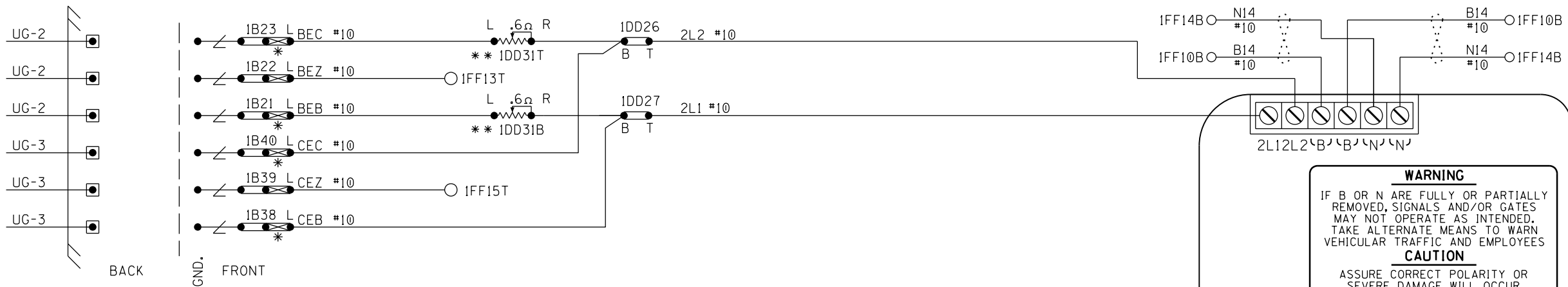


- NOTES:
1. ALL WIRING TO BE #16AWG UNLESS NOTED OTHERWISE.
  2. \* = TEST LINKS MUST BE OPENED TEMPORARILY FOR COLD START OF NEW OR REPLACEMENT SSCC MODULE AND CAN ONLY BE CLOSED IN SEQUENCE WITH MFR. INSTRUCTION; APPENDIX C OF GCP 4000 REFERENCE MANUAL.
  3. = TWIST

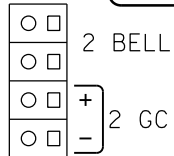
PROPERTY  
PENNSYLVANIA R.R.

DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
CHECKED BY: PEH   07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
IN SERVICE: JN   07-03-24	YORK SECONDARY	REV. 1
	CADD or DWG. No. 13320052.013	SHEET 13

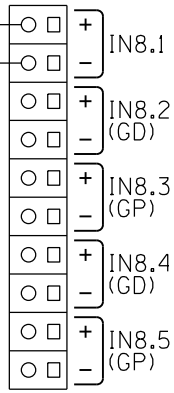
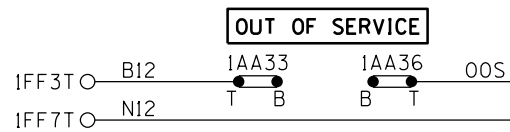
SSCC#1 MODULE HOOK-UP



**WARNING**  
 IF B OR N ARE FULLY OR PARTIALLY REMOVED, SIGNALS AND/OR GATES MAY NOT OPERATE AS INTENDED. TAKE ALTERNATE MEANS TO WARN VEHICULAR TRAFFIC AND EMPLOYEES  
**CAUTION**  
 ASSURE CORRECT POLARITY OR SEVERE DAMAGE WILL OCCUR



**WARNING**  
 DO NOT JUMPER 2 GC-DIRECTLY TO N ON CONNECTOR ABOVE



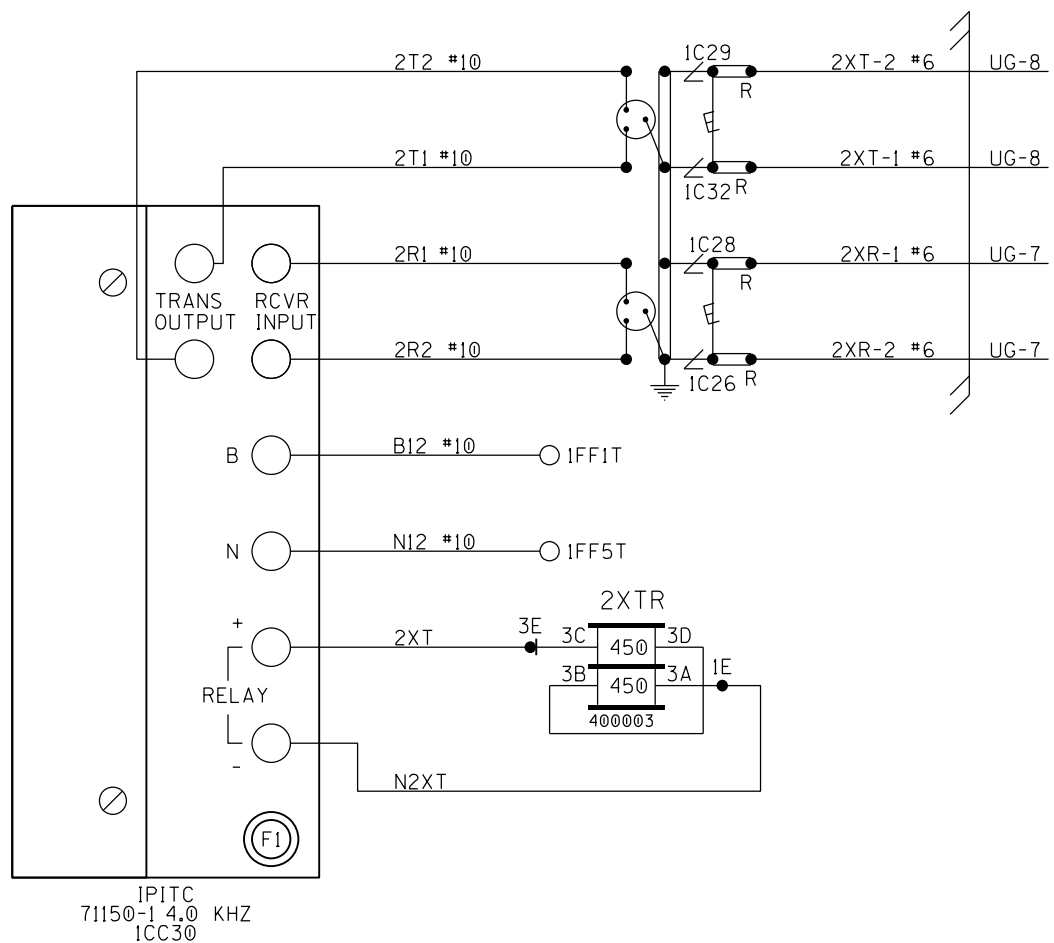
A80405  
 SSCC-2

SSCC#2 MODULE HOOK-UP

- NOTES:
1. ALL WIRING TO BE #16AWG UNLESS NOTED OTHERWISE.
  2. \* = TEST LINKS MUST BE OPENED TEMPORARILY FOR COLD START OF NEW OR REPLACEMENT SSCC MODULE AND CAN ONLY BE CLOSED IN SEQUENCE WITH MFR. INSTRUCTION; APPENDIX C OF GCP 4000 REFERENCE MANUAL.
  3. \*\* = RESISTORS TO BE INSTALLED TO LAMPS WITH SHORTEST CABLE RUN
  4. = TWIST

PROPERTY  
 PENNSYLVANIA R.R.

DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23		
CHECKED BY: PEH   07-19-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
IN SERVICE: JN   07-03-24	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
	YORK SECONDARY	REV. 1
	CADD or DWG. No. 13320052.014	SHEET No. 14



NOTES:

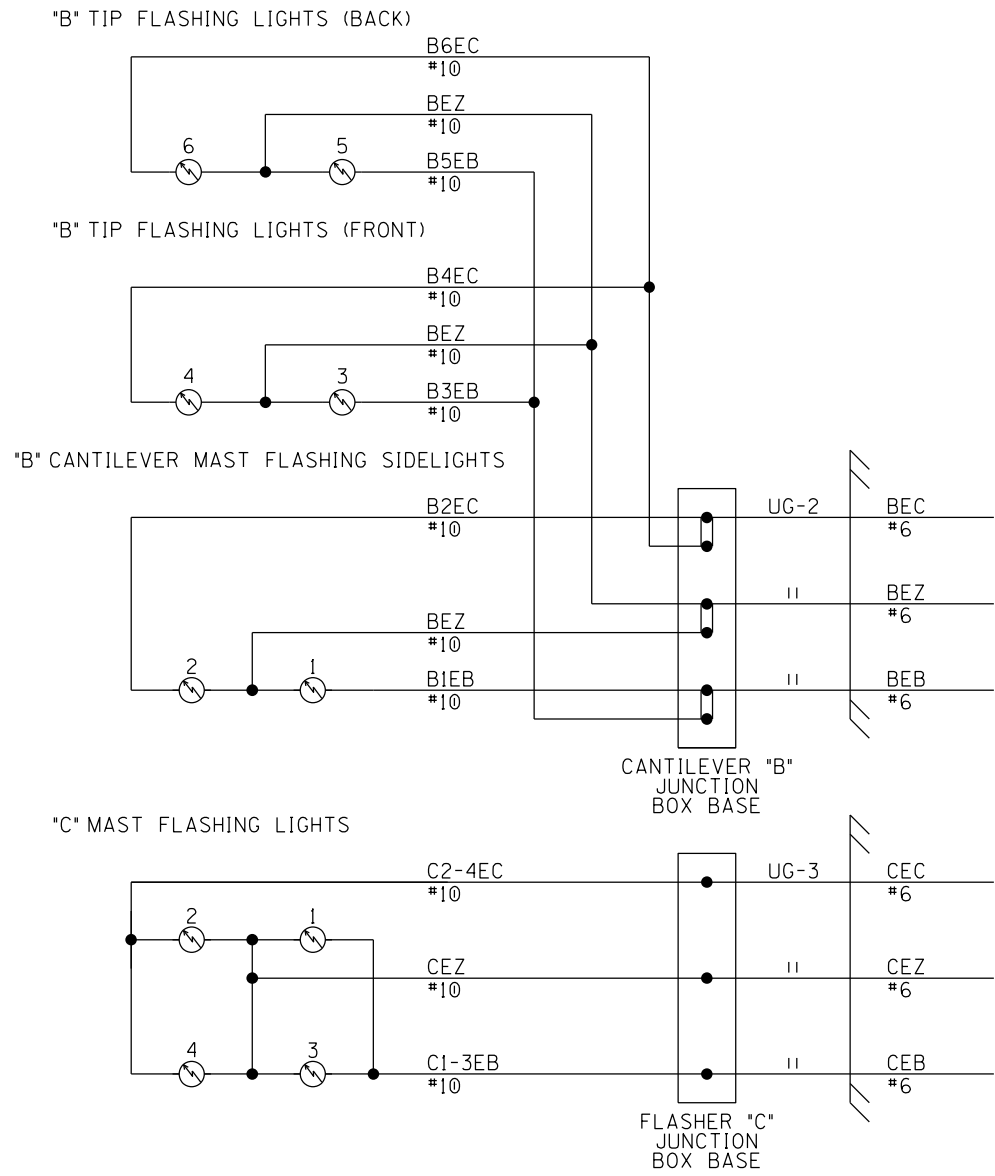
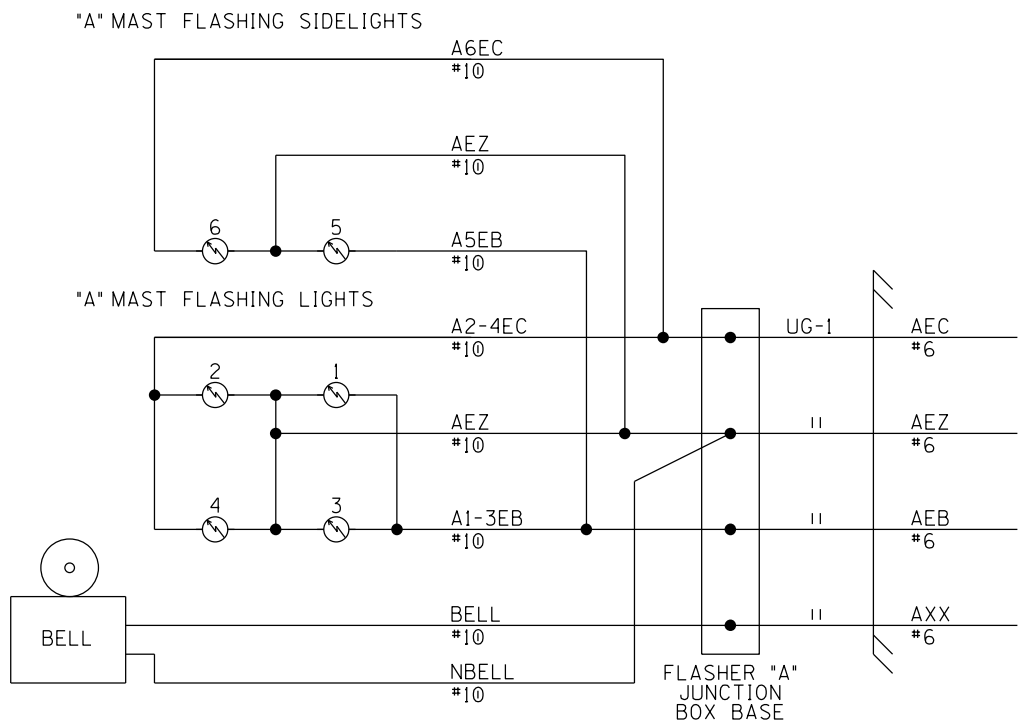
1. ALL WIRING TO BE #16AWG UNLESS NOTED OTHERWISE.

2. = TWIST

IPITC AND 2XTR

DESIGNED BY:			
WJK   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.:	YX-5.21
DRAWN BY:	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)		
WAB   07-14-23	YORK SECONDARY		
CHECKED BY:	REV. 1		
PEH   07-19-23	CADD or DWG. No. 13320052.015		
IN SERVICE:	SHEET 15		
JN   07-03-24			

PROPERTY  
PENNSYLVANIA R.R.



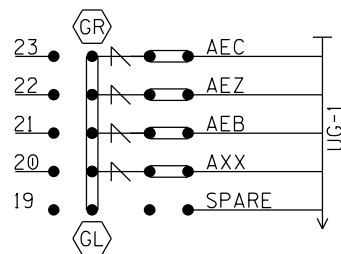
CANTILEVER FLASHER LIGHTS

DESIGNED BY:			
WJK 07-14-23	OFFICE OF ASS'T. VICE PRESIDENT	COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
DRAWN BY:	MT WOLF BOROUGH, PA		
WAB 07-14-23	CFLS AT SR 921 (MAPLE ST)		
CHECKED BY:	YORK SECONDARY		REV. 1
PEH 07-19-23	CADD or DWG. No. 13320052.016		SHEET No. 16
IN SERVICE:	JN 07-03-24		

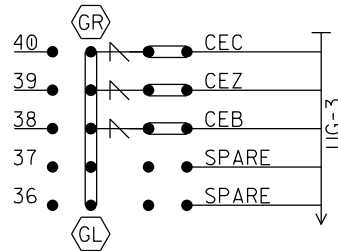
PROPERTY  
PENNSYLVANIA R.R.

TERMINAL BOARD

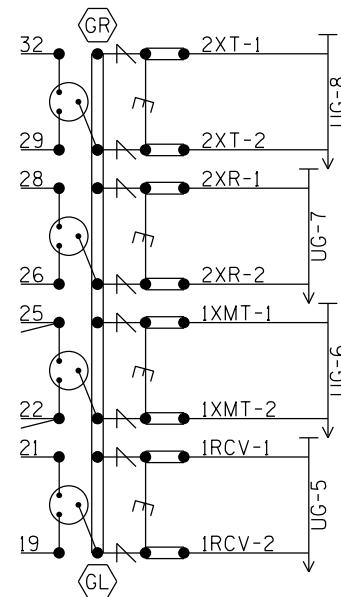
"1A"



"1B"



"1C"



SEE FARADAY SHIELD DETAILS - 1A & 1B FOR HOW THIS PORTION OF THE FARADAY SHIELD IS PREDRILLED. ONLY INSTALL AND USE THE TERMINALS NEEDED.

⚡ = Heavy Duty Equalizer (022700-1X)

⚡ = ERICO Lightning Arrester (P/N EPD2050F)

Ⓜ = TERMINALS GROUNDED TO SHIELD. 4 POST BLOCKS USE EITHER - GR - SERMMI PART NO. 61278 GL - SERMMI PART NO. 61278-1.

Ⓜ = LPC-10560-51

NOTES:

1. INSTALL TEST LINKS ON ALL TRACK WIRES AND ON ALL LOW VOLTAGE UNDERGROUND CABLE TERMINATIONS.
2. SPARES TO BE TAPED & COILED

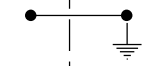
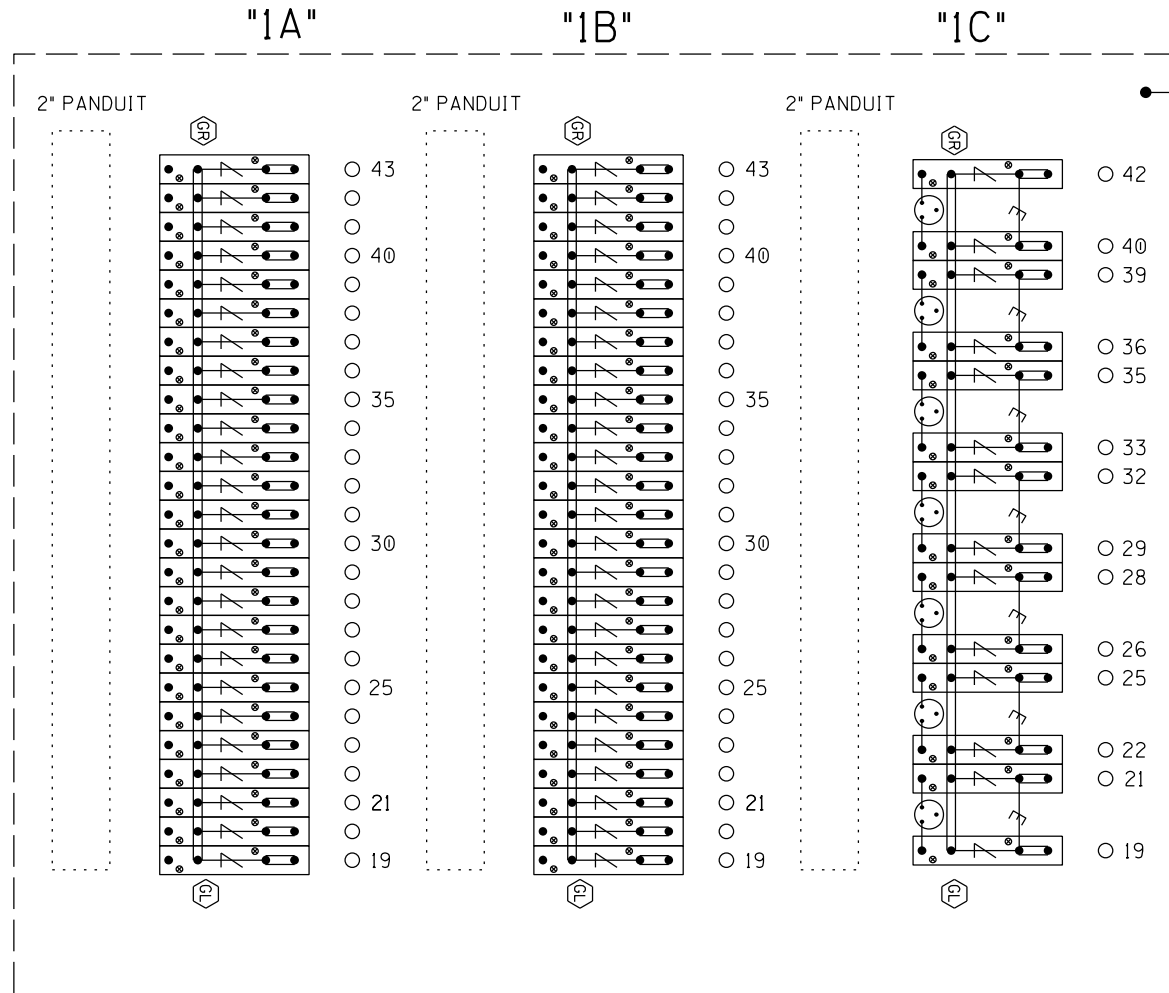
BACKBOARD 1A, 1B & 1C

DESIGNED BY:			
WJK   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT	M.P.:	YX-5.21
DRAWN BY:	COMM. & SIGNAL, ATLANTA, GA.		
WAB   07-14-23	MT WOLF BOROUGH, PA		
CHECKED BY:	CFLS AT SR 921 (MAPLE ST)		
PEH   07-19-23	YORK SECONDARY		REV. 1
IN SERVICE:	CADD or DWG. No.	13320052.017	SHEET 17
JN   07-03-24	No.		

PROPERTY PENNSYLVANIA R.R.

TERMINAL BOARD  
 AREA BELOW IS SCALED WITH AS=.75

NOTE: IF THE FARADAY SHIELD WOULD EVER NEED TO BE DRILLED IN THE FIELD, PROPER PRECAUTIONS MUST BE TAKEN TO INSURE METAL SHAVINGS DO NOT GET INTO EXISTING TERMINALS/WIRES.



- = Heavy Duty Equalizer (022700-1X)
- = Lightning Arrester (P/N EPD2050F)
- = LPC-10560-51

- = TERMINALS GROUNDED TO SHIELD. 4 POST BLOCKS USE EITHER - GR - SERMMI PART NO. 61278 GL - SERMMI PART NO. 61278-1.

= INDICATES PLACEMENT OF PANDUIT

THIS SHEET IS FOR REFERENCE ONLY, TO REFLECT HOW THE FARADAY SHIELD IS PREDRILLED. ONLY INSTALL AND USE THE TERMINALS NEEDED.

TERMINAL BOARD  
 FARADAY SHIELD DETAIL

DESIGNED BY: WJK   07-14-23		
DRAWN BY: WAB   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
CHECKED BY: PEH   07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
IN SERVICE: JN   07-03-24	YORK SECONDARY	REV. 1
PROPERTY PENNSYLVANIA R.R.	CADD or DWG. No. 13320052.018	SHEET No. 18

PO LIGHT B

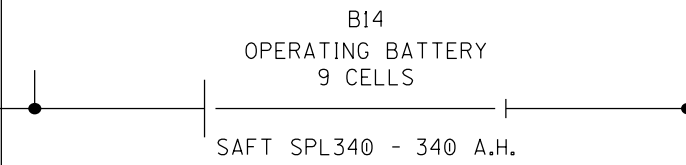
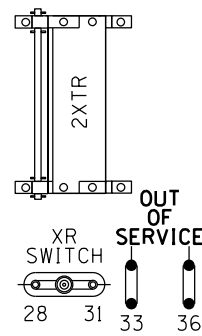
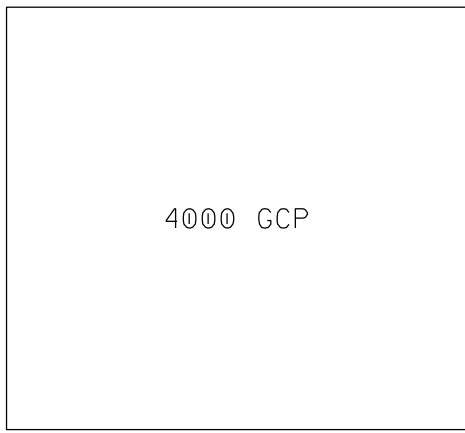
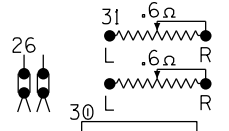
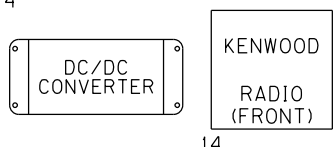
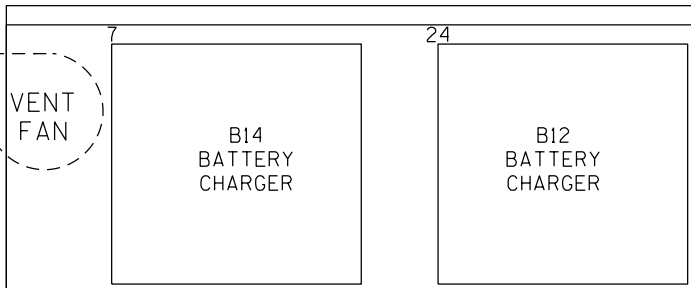
"IEE"

"IDD"

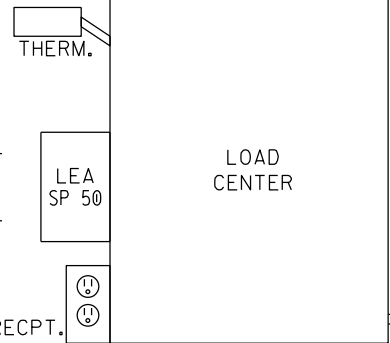
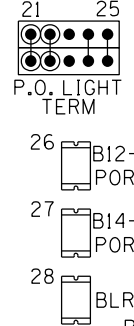
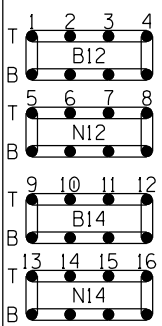
"ICC"

"IBB"

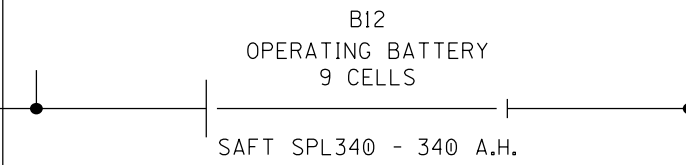
"IAA"



"1FF" TERM.



TERMINAL BOARD (SEE TERMINAL BOARD DETAIL SHEET 23)

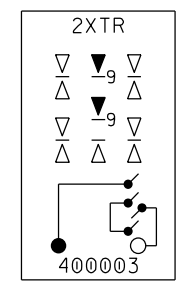
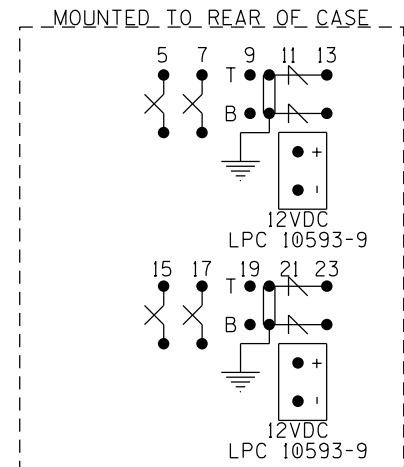


PO LIGHT A

"1RA"

"1RB"

GENERATOR RECEPTACLE



SAFETRAN ALSTOM (GRS) RELAY CROSS REFERENCE LIST  
 SAFETRAN ALSTOM (GRS)  
 400003 - A62-308

NOTE: REMOVE RELAY BARS AND ADD PLYWOOD FOR MOUNTING EQUIPMENT.



6' - 9" CASE  
 PLACEMENT PLAN

DESIGNED BY: WJK   07-14-23	<b>NS NORFOLK SOUTHERN</b>	
DRAWN BY: WAB   07-14-23	OFFICE OF ASS'T. VICE PRESIDENT COMM. & SIGNAL, ATLANTA, GA.	M.P.: YX-5.21
CHECKED BY: PEH   07-19-23	MT WOLF BOROUGH, PA CFLS AT SR 921 (MAPLE ST)	
IN SERVICE: JN   07-03-24	YORK SECONDARY	REV. 1
	CADD or DWG. No. 13320052.019	SHEET No. 19

PROPERTY  
 PENNSYLVANIA R.R.