

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

Sep-01

DATE

21-Sep-01

REPORTING CARRIER

Norfolk Southern Corporation

Division: Virginia Division

REPORTING OFFICER

Chief Engineer - Eastern Region
Communications & Signal Department

MAIL TO

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

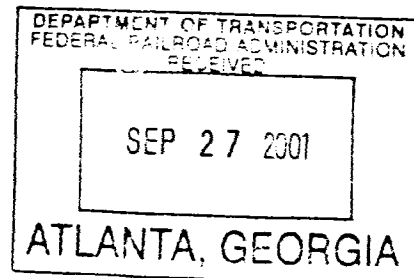
TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	09/11/2001	TR3529211	Phantom Signal	Leesville, VA
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> 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 9:54 a.m. on 9/11/01, Train TR 3529211, Engineer _____ and Conductor _____, running eastbound on the siding at Amos Branch, MP V-210.0 on the Altavista District, Virginia Division, reported they had a clear signal to leave the Amos Branch siding. Train TR 3529211 entered the siding at Control Point Huddleston, approached the control point at Amos Branch and stopped short of the eastbound control signal at Amos Branch which was displaying a stop signal. At 9:54:43, TR 3529211 reported they had a clear signal to leave Amos Branch. All signals at Amos Branch indicated stop with switch normal to the dispatcher. The dispatcher had not requested the signal clear nor had the switch been requested reverse. At 9:54:55 TR 3529211 reported the signal at Amos Branch had changed to stop after moving approximately 1 and 1/2 car lengths.

Initial review indicated a phantom aspect. Conditions were identical the next day, 9/12/01 at 9:45 a.m., and a phantom aspect was observed by C&S and Transportation personnel from the previous days engine position on the eastbound control signal for the siding at Amos Branch. The stop aspect was not visible and a reflection in the clear position was observed. The sun was to the left approximately 22 - 25 degrees from top 90 degree. It reflected off the top signal mast pinnacle and a cable junction box located below the background to give the appearance of two spots in the same general position as a clear aspect. Signals in question are color position light signals. Lamps were set at 6.9 volts with 25 watt bulbs.

To correct the situation, signals have been refocused, 20 watt bulbs installed and voltage raised to 8.8 - 9.2 VDC on all signals at CP Amos Branch. Cable junction box was rotated so sunlight would not reflect toward oncoming train.



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