

FALSE PROCEED SIGNAL REPORT

Jan-03

DATE

20-Jan-03

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"/> X TC	1/17/2003	NS 9077	Phantom Aspect Color Position Light Signal	Hurt, VA
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <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 11:00 a.m. on January 17, 2003, Train 3529217 with lead engine NS 9077, engineer _____ and conductor _____ was eastbound on the Altavista District of the Virginia Division when the crew reported they observed an approach diverging aspect on signal 2026 at MP V 202.6 and received a stop aspect at CP Hurt at MP V 200.2. The 2026 signal should display an approach aspect with a stop aspect at CP Hurt. This is electronic track territory with electronic interlockings and color position light signals. Cables were meggered, relays tested and grounds checked at both locations with no exceptions found. Logger cards were installed at both locations. The 2026 signal was returned to service on January 17, 2003.

On Saturday, January 18, 2003 the signal was observed at the same time as the eastbound move on the previous day from a test engine with C&S and Transportation personnel on board. Conditions were similar to that of the previous day and in approach of the 2026 signal there appeared to be two white lights on the bottom head of the signal in the 90 degree position. Further investigation found that the signal hoods over the bottom head lenses were faded on the top and sides of the hoods. The sun was to the right of the signal and sunlight was reflecting off of the signal heads giving the white light effect. The top head (45 degree yellow) was clearly visible. This could have been mistaken for an approach diverging aspect if the train crew did not watch the signal carefully.

The signal hoods in question were painted with a flat black paint and observed in like conditions on January 20, 2003 with no exceptions taken.

1/20/03

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