FP-4-2-03

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

FEB 10 2004

MAIL TO

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

REPORT FOR (month/year)

Jan-04

DATE

6-Feb-04

REPORTING CARRIER

Norfolk Southern Corporation

Division: Dearborn Division

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 [ ] AB [ ] APB [ ] TC				
2 INTERLOCKING [ ] AUTOMATIC [X] REMOTE [ ] MANUAL	1/22/2004	CSX 3560	18L Signal Unit	Toledo Ironville, OH
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

On January 22, 2004 at 11:30 a.m. CSX train Y121 was shoving south and past stop signal 18L at Ironville Interlocking in Toledo, Ohio. CSX train crew was Engineer and Conductor Conductor was on the caboose on the rear of train Y121, as they approached the 18L signal from seven car lengths they observed the signal display an approach aspect, yellow over red. This signal was not requested by the Dearborn dispatcher nor requested in the field as verified by signal personnel at the site. In addition, the block ahead was occupied by signal construction forces working under Track and Time 23A authority. When train Y121 passed the signal the conductor was contacted by the signal personnel. The train was stopped two car lengths beyond the signal. Weather was clear, sunny, about 15 degrees with snow covered ground.

A reenactment of the incident indicated the signal was red over red (stop) when viewed from 100 yards to the signal. Beyond this distance the top aspect of the signal appeared yellow. The yellow aspect improved at higher viewing angles.

The 18L signal is a 2 unit ground signal with 2 US&S searchlight mechanisms on the top unit. The lamp voltage was found to be low at 6.6 volts ac. The outer lens of the signal unit had been damaged by outside parties. The last inspection at this location was on November 25, 2003. The H-2 signal mechanism was last inspected on October 25, 2003. The voltage was raised for all the signals and the searchlight housing and operating unit was changed out to prevent a recurrence.

FEB 17 2004

NS Version of FORM FRA F 6180-14 (6-72)