

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
 February 2000

DATE
 February 16, 2000

REPORTING CARRIER
 Norfolk Southern Corporation

Division: Dearborn

REPORTING OFFICER

 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 <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	2/16/2000	5469-5460	phantom signal	Cleveland, OH
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 12:30 PM, Train No. 133, Engineer _____ and Conductor _____, observed the 5WA signal at CP 190, Rockport Yard, displaying a slow approach aspect. The dispatcher did not have the signal lined and the train was stopped as it took the signal. No other trains were involved.

Signal personnel arrived to investigate and first interviewed the train crew. The crew reported the signal they saw from about 150 feet had looked to be yellow over red. 5WA is a US&S dwarf signal consisting of four (4) light units each with an 18 watt bulb. The top unit is red, the second green, the third yellow and the fourth is a red unit. Initial inspection of the signal found it to be in excellent condition with no cracked or discolored lenses, no missing hoods. The signal was properly sealed, locked and aligned. The lighting voltage on the individual units, when lit, measured between 8.4 and 8.6 volts DC. The train was then backed to the point where the crew thought they saw the yellow over red. With the top and bottom red units lit, a stop signal, the top red appear to be washed out to the point that it could have been misinterpreted as a yellow. A contributing factor was the train crews relative unfamiliarity with this location.

All appropriate signals tests were performed with no exceptions taken.

As the sun was above and slightly behind the 5WA signal, it was suspected that the sun reflecting back off the second hood could have caused the top unit, displaying red, to wash out somewhat. The signal bulbs were replaced with 20 watt bulbs, and the voltage was increased to 9.2 volts before returning the signal to service.

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