

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	REPORT FOR (month/year) Nov-03
	DATE 14-Nov-03
MAIL TO Mr. Michael Woods Federal Railroad Administration 16th Floor - Suite 16T20 100 Alabama Street, SW Atlanta, GA 30303-3104	REPORTING CARRIER Norfolk Southern Corporation Division: Pittsburgh 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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	11/12/2003	NS 3425	10WB Dwarf P/L Signal man failure	GP Works, Altoona, PA
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

On 11/12/03 at approximately 6:40 p.m., Engineer _____ and conductor _____ moving light engine NS 3425 and NS3359 reported signal 10WB displaying a slow clear with the next signal 12W at stop. Investigation revealed that the internal wiring of signal 10WB was improperly wired, the green and yellow wires reversed causing 10WB to display a slow clear instead of a slow approach. Wiring error was made on 7/21/03 when 10WB was replaced and improperly tested. Corrections made along with proper tests and signal returned to service on 11/12/03.

