

## Manutes John

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**From:** Gibson, Dwayne [REDACTED]  
**Sent:** Tuesday, January 25, 2022 1:28 PM  
**To:** Manutes John  
**Cc:** Young, Joseph; Harley Sheryl  
**Subject:** FW: NTSB Document Request  
**Attachments:** SE Spiker NS Test Procedure (Change of direction Alarms) - 1-17-22.docx

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

John:

Per your request – Here is the email with attachment that we’ve sent out to our Maintenance Equipment Supervisors.

Thanks,  
Dwayne

**From:** Bisette, Philip <[REDACTED]>  
**Sent:** Wednesday, January 19, 2022 5:07 PM  
**To:** [REDACTED]

**Subject:** Required Directional Alarm Inspections  
**Importance:** High

All Maintenance Equipment Supervisors:

Attached is a document with instructions from NORDCO for inspecting the change of direction alarms on NORDCO SE spikers. The inspection process requires two people. An SWE or mechanic must be at least one of the two inspectors. All NORDCO spikers should be inspected and results reported to Jeremy Gillespie for consolidation Tuesday, Jan 25. Include the table on the attachment for each machine inspected. If you find a machine that is not functioning properly include details of your findings and handle repairs through our FRA Safety Exception process as described in MWS Standard Procedure 270. Specifically, section 1.05.c.6 of MWS Standard Procedure 270 states that: “(4) Non-complying automatic change-of-direction alarms, backup alarms, and 360-degree intermittent warning lights or beacons shall be repaired or replaced as soon as practicable within 7 calendar days”. FRA Machine Safety Exception tags should be applied to any defective machines that are not repaired immediately.

In addition, directional alarms and lights must be inspected on all other on-track equipment and results reported to Jeremy Gillespie. Exceptions should be handled in the same manner noted above.

**Philip Bisette**  
**Director Engineering Equipment**  
**Norfolk Southern** [REDACTED]  
[REDACTED]

[REDACTED]

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**From:** Manutes John [REDACTED]  
**Sent:** Tuesday, January 25, 2022 2:12 PM  
**To:** Gibson, Dwayne [REDACTED]  
**Cc:** Young, Joseph <[REDACTED]>; Harley Sheryl <[REDACTED]>  
**Subject:** [EXTERNAL] NTSB Document Request

Dwayne,

I am requesting a copy of any e-mail and attachment regarding the testing of spikers and their alarms at NS. I believe it is extremely helpful to the investigation to understand What safety actions NS is taking in the wake of this accident.

If nothing else, it benefits NS when I can explain to my supervisors at NTSB that there are proactive steps being taken, it's good to give credit where credit is due.

Thank you,  
John

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John Manutes  
Railroad Accident Investigator  
National Transportation Safety Board  
[REDACTED]

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**SE Spiker Test Procedure (CHANGE OF DIRECTION ALARMS)**

1. Turn on the battery switch
2. Turn the main power switch on to RUN but do not start
3. Turn on the control system and pump (engine is not running)
4. Put the machine in travel mode
5. Ensure the side you are operating from has propel control of the machine
6. Put switches in positions as outlined below and note which alarm comes on with each position

Test Result	Switch Position	Pedal Pushed	Alarm	Travel Lights
	FORWARD	FORWARD	NONE	FORWARD
	FORWARD	REVERSE	REAR ALARM	FORWARD
	REVERSE	FORWARD	FRONT ALARM	REAR
	REVERSE	REVERSE	NONE	REAR
	NETURAL	FORWARD	BOTH ALARMS	N/A
	NETURAL	REVERSE	BOTH ALARMS	N/A

7. If all test results match no further investigation is required

Note: The procedure requires two people, one person on the ground to monitor the alarms/lights, as well as one person in the cab engaging the controls.