

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 04-R-4111

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

January 2000

DATE

1/30/00

REPORTING CARRIER (railroad & region or division)

Wisconsin Central Ltd
3000 Minnesota Avenue
Stevens Point, WI 54481

REPORTING OFFICER (signature/title)

Engineer C&S

FRA
165 N. Canal Street
Suite 1400SA
Chicago, IL 60606

Reports subject to Regulations of the Federal Railroad Administration shall submit
false proceed signal report, original only, to the Federal Railroad Administration
five days after a false proceed occurs. If no false proceed occurs during any
month, a report showing "No Failures" must be filed within ten days after the
month.

This form will be furnished upon request to the Department of Transportation,
Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

Should not be counted more than one time in Items 1, 2, 3, and 4; the failure
be classified under the basic system or appliance of which it forms an essen-
tial. E.g.: assume grounds cause a block signal to indicate a false proceed
corresponding indications of a cab signal system on each train approaching
signal, such failures should be included in Item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or
restrict as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

A—Automatic	EM—Electromechanical
AB—Automatic block	EP—Electropneumatic
ACS—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—Manual block
ATC—Automatic train control	M—Mechanical
ATS—Automatic train stop	P—Pneumatic
CL—Color light	PL—Position light
CPL—Color position light	SA—Semiautomatic
E—Electric	TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC <input type="checkbox"/> LOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	01-30-00	COKEX	Signal 2WA Color Light	Lake Villa West Lake Villa, Illinois
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
Other (specify)				

DESCRIPTION AND CAUSE OF FAILURE CORRECTIVE ACTION TAKEN

Train COKEX observed a yellow over red aspect on Signal 2WA for 10 seconds during a meet with Train T048 while opposing signal 2EB was clear.

Simulations and tests resulted in no defects.

A yard light for Snyder Trucking may have caused a phantom signal.