

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 64-R-07

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

December 2000

DATE

12/11/00

REPORTING CARRIER (railroad & region or division)

Wisconsin Central Ltd
3000 Minnesota Avenue
Stevens Point, WI 54481

REPORTING OFFICER (signature/title)

Engineer Signals

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

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

II To

TOM MASKE
Federal Railroad Administration
165 N. Canal Street
Suite 1400 SA
Chicago, IL 60606

Failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed signal corresponding indications of a cab signal system on each train approaching a signal point, 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 function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

- A-Automatic
- AB-Automatic block
- ACS-Automatic cab signal
- APB-Absolute permissive block
- ATC-Automatic train control
- ATS-Automatic train stop
- CL-Color light
- CPL-Color position light
- E-Electric
- EM-Electromechanical
- EP-Electropneumatic
- FP-False proceed
- MB-Manual block
- M-Mechanical
- P-Pneumatic
- PL-Position light
- SA-Semiautomatic
- 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				
INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	12/4/00	BYFDIT	Signal 10LA - case	Schiller Park, IL B12 - Interlocker
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

FAILURE AND CAUSE OF FAILURE CORRECTIVE ACTION TAKEN

Northbound train BYFDIT reported a clear aspect at approach Signal 139 into a stop (red) absolute signal 10LA at B12.
 After testing and investigation it was discovered that code 7 (clear) was being transmitted to the south from 10LA to 139 while the IHB route was lined northbound. This was the result of a defective circuit design. The circuit was repaired to send an approach code (C-2) to the approach 139 when the IHB is lined for a northbound route.