

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

95 SEP -5 AM 11:06

REPORT FOR (month/year)

August 1995

DATE

August 31, 1995

REPORTING CARRIER (railroad & region or division)

Wisconsin Central Ltd  
P. O. Box 348  
Stevens Point, RI 54481

REPORTING OFFICER (signature/ title)

Engineer C&S

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

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

MAIL TO

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

A 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 causing corresponding indications of a cab signal system on each train approaching this 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)
<b>1 BLOCK SYSTEMS</b> <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	8/16/95		Signal 2071	Anton - Weyauwega, Wisconsin
<b>2 INTERLOCKING</b> <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
<b>3 AUTOMATIC SYSTEMS</b> <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<b>4 OTHER (specify)</b>				

**NATURE AND CAUSE OF FAILURE CORRECTIVE ACTION TAKEN**

Empty hopper train was following a westbound engine with one car at restricted speed. Hopper train observed signal 2071 go from red to green for about two seconds and then back to red. This occurred at the time the engine and car passed signal 2109, the next signal in advance.

The passage of the short, fast train by 2109 caused the track circuit in rear of the signal to pick before the slow release signal YGP had dropped, hence, the brief false clear on 2071. This sequence of events also dropped the directional stick prematurely, hence, 2071 reverted to red.

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