OMB No. 04-R-4012

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year) 10/30/95

DATE 10/30

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 application to the Department of Transportation, Federal Railroad Administration, Bureau of Railroad Safety, Washington, D.C. 20590

REPORTING CARRIER (railroad & region or division)

C.P. Rail
Gateway

MAIL TO

REPORTING OFFICER (signature/title)

Signal Supervisor

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	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)
1 BLOCK SYSTEMS ☐ AB ☐ APB ☐ TC				
2 INTERLOCKING ☐ AUTOMATIC ☒ REMOTE ☐ MANUAL	10/30/95	CP 5502	Equip. VHLC 2WB Sig	Nasohata West M.P. 114.8 Oconomowoc, WI
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

attached

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-71)

GPO 917-323

Train # 571 (CP. 5502) reported that the signal out of the siding at West End of Nashotah (M.P. 114.8) with switch lined for normal move. (main line) Engineer reported signal came in for second then went red.

Dispatcher had Amtrak # 7 (westbound) go thru Nasotah West and was going to bring # 571 out of siding after # 7 but forgot to line switch reverse before requesting a signal clear with a call-on. When he realized what he had done he sent out cancel signal request. We had Electronic Tech in Control Office pull the logs on the Nashotah West location and they comfirmed what the dispatcher said that he had done. It showed that the 1WA which is the main line signal, did clear for a second before the dispatcher sent out the signal cancel request. The location at that time, went into time because the East End of Nasotah was line into the West End of Nasotah.

We tryed to duplicate the moves that took place with the dispatcher and shunts but were unable to get the 1WB to show clear. Also tryed with another west bound train. All batteries at location showed free of any grounds.

The logs pulled showed that the 1WB signal never showed clear until the switch was lined reverse and then dispatcher requested the signal. Also pulled logs from VHLC and they agreed with logs from office.

The following day when engineer ( ) came back on duty, I talked with him and told him of our tests and logs he said that he would hate to think that he was looking at the wrong signal but could have been. The train was sitting back from the signal five or six car lengths. It was also dark and they had been setting on siding for about one hour twenty minutes.

after talking with Engineer and making all tests and checking logs I put the 1WB signal back in service: No further problems have occurred.