

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 64-R-17

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

Carriers subject to Regulations of the Federal Railroad Administration shall submit false proceed signal reports, original only, to the Federal Railroad Administration within four 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 1st 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

It 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 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 position 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				
INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	12/1/00	EJE train	OS circuit	EJE - Diamond Leithton, Illinois
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

FAILURE AND CAUSE OF FAILURE CORRECTIVE ACTION TAKEN

Dispatcher observed a westbound EJE train cross the Leithton plant without indicating an OS circuit occupied. After investigation it was found that an EJE R.R. signalman had left a temporary jumper on the OS relay. The temporary jumper was immediately removed. The EJE R.R. is conducting an investigation of this - how the temporary jumper was left on.

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