



# IronWood Technologies

Railroad Accident Reconstruction

## Federal Railroad Administration

### False Proceed Signal Database

January 1, 1995 through May 3, 2004

All Reports - Grand Trunk Western Railroad, Inc.

Report #	Date	Reporting Carrier	Block System	Interlocking	Auto. Systems	Loco or Train No.	Device that Failed	Location	Collision or Derailment?
<b>503</b>	8/4/1995	GTW	AB			5858	Block Line	Shaftsburg, MI	N
<p><b>Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)</b></p> <p>Severe storm conditions toppled trees into pole line, resulting in damage to signal control wires. On August 4, 1995 at 0200 hours, GTW train 456B, Extra 5858 East reported PROCEED indication (GTW Rule 281) at ABS signal 2312 and PROCEED AT RESTRICTED SPEED indication (GTW Rule 290) at signal 2344. Fallen tree at MP 233.0 forced signal control "H" wire to make contact with signal control "D" wire. Trees in pole line in advance of signal 2344 had broken "H" and "D" wires, causing Red aspect at signal 2344.</p>									
<b>542</b>	12/30/1995	GTW	APB			6419	Block Line	Kingsbury, IN	N
<p><b>Maintenance - Pole Line (storm, excessive vegetation, rotting poles, excessive slack in wires, etc.)</b></p> <p>High wind conditions caused signal control wires to wrap. On December 30, 1995, at 22:30 hours, GTW train 172 East following behind train 144 East reported that ABS signal 75.4 went from a RESTRICTED SPEED indication (GTW Rule 290) to a PROCEED indication (GTW Rule 281). Split arm damaged by tree at MP 77.2 forced signal control wire "H" wire to make contact with signal control wire "D."</p>									

No. of Reports Shown in this Listing: 2