



THE BELT RAILWAY COMPANY OF CHICAGO

TRAIN DISPATCHER NOTICE

#2019-008

Effective 1201, Friday, August 16, 2019

To: Train Dispatchers, Clearing

Subject: Revision of Train Dispatcher Rules and Instructions, Rule 62.7 Automatic Warning Devices (Supersede)

Train Dispatcher Notice 2018-D005 is void.

Failures of Automatic Warning Devices

Failures of automatic crossing warning devices are categorized under three specific conditions, as prescribed in **GCOR 6.32.2, Automatic Warning Devices**.

Crossings with failures are categorized as **MALFUNCTIONING**, **DISABLED**, or as having an **ACTIVATION FAILURE**.

When crossings are reported through the crossing hotline or other sources, it must be ascertained what the extent of the failure consists of to allow it to be categorized properly:

MALFUNCTIONING:

- False activation (gates down without a train)
- Partial activation (gates missing, lights burned out with other working or gate knocked off)

ACTIVATION FAILURE:

- Activation failure (gates fail to operate for a train), this is an emergency situation, notify the Terminal Manager immediately.

DISABLED:

- Crossing is made inoperative by railroad personnel.

When a crossing failure is identified, trains must be notified of the failure using one of the three specific condition key words identified above, and notification must include the crossing milepost and name of crossing where applicable.

Procedure for protection of Automatic Warning Device Failures:

- When notified that a crossing is **MALFUNCTIONING**, has an **ACTIVATION FAILURE**, or is **DISABLED**, protect the condition immediately using effective blocking devices. Restrictive labels are permissible to be used as effective blocking devices for crossing failures.
- Notify the BRC Signal Maintainer, and note the Signal Maintainer responding to the issue.
- Notify the BRC Police Department, and, when necessary, the appropriate municipal police agency.
- Notify the MTO

Notification of Trains:

- The primary method of delivering an automatic warning device malfunction to a train is thru the issuance of a Form X or Form C Track Bulletin. These must be delivered as an addition to the active DOB, or independently if the train does not have a DOB.
- When a crossing is **MALFUNCTIONING**, trains must be notified that **“Automatic Crossing Warning Devices are malfunctioning at milepost _____, comply with GCOR 6.32.2”**
- When a crossing is **DISABLED** or is having an **ACTIVATION FAILURE**, trains must be notified that **“Automatic Crossing Warning Devices (Are Disabled) (Have an Activation Failure), Stop and Protect Crossing at Milepost _____, even if devices are seen to be working”**
- When equipped flaggers are at a crossing, trains may be notified of this fact, however train dispatchers will not relay movement information between equipped flaggers and trains. Information about flaggers, when known, can be reviewed in the job briefing, PRIOR, to the issuance of the mandatory directive.

Documentation of Crossing Failure (Malfunctioning/Activation Failure):

- Automatic Warning Device failures are no longer documented using the TMDS Crossing Failure Dialogue.
- Utilize the **Belt Apps Crossing Failure** application, in accordance with Appendix 1 of this Train Dispatcher Notice, to document the crossing failure.
- Train Dispatchers are responsible for entering information regarding the Signal Department personnel responding, and the Police Department notified.

Closeout information is entered by the Signal Department Maintainer who responds to the reported issue and closes the record in Belt Apps.

Documentation of Crossing Failure (Highway Crossings Disabled by Railroad Personnel):

- Disabled Crossings will be protected with blocking when requested by Signal Department personnel. Restrictive Labels may be used as effective blocking devices.
- Documentation for disabled crossing protection requests is also placed in Belt Apps, however, enter any requests to protect a disabled crossing as an **Operational Issue** and not in the **Belt Apps Crossing Failure** application.

When entering as an operational issue, note the responsible department as Signal, with the times, location, and individual requesting protection documented.

Note the start time and end time of protection for a disabled crossing being provided in the **Operational Issue**.

Turnover Requirements:

Open crossing failures or requests for protection of disabled crossings must be included in turnover discussions between Train Dispatchers until protection is no longer required.

H.T. Kirman
Director-Strategic Planning and Compliance

Train Dispatcher Notices in Effect:

<u>Year of Issuance</u>	<u>Numbers</u>
2016	1, 004, 005
2017	007, 011
2018	002, 010, 011, 012, 013
2019	001, 002, 003, 005, 006, 008