



THE BELT RAILWAY COMPANY OF CHICAGO

Office of the Transportation Department

Train Dispatcher Notice

TD 2023-004

Effective 0001, Saturday May 13th

To: All Train Dispatchers.

Subject: Belt Junction Interlocking Signal Cutover

BRC Signal Forces will do a complete cutover of signal equipment at Belt Junction Interlocking between 0600 Saturday May 13th until 0600 Monday May 15th, 2023.

During a portion of the cutover, train dispatchers will receive no indications on any signals or switches at this location. To avoid the need to have trains hand operate dual control switches in the routes, the following procedure will apply:

- GCOR 9.23 Suspension of Block System does not apply.
- Train movements will continue during the time of the cutover with significant limitations.

To facilitate movements while the cutover occurs, please refrain from utilizing crossovers on BRC mains when possible. In addition, the following rule changes and procedural modifications will be in effect until the cutover process concludes:

Rule Changes

GCOR 9.12.2 Manual Interlockings (Application)

During the signal outage, and when necessary for the train dispatcher to know the route is properly lined prior to authorizing a movement to pass a signal displaying a Stop indication, the train dispatcher will communicate with the Signaller in Charge (SIC) at the interlocking. One SIC will handle the interlocking.

Only one SIC is on duty at any time and will conduct a job briefing with the train dispatcher prior to any movements taking place within the interlocking.

When the train dispatcher needs to verify that a route is properly lined, he must do the following:

- Contact the SIC at the location
- Inform the SIC of the engine number or RWIC Name for movements of on track equipment (OTE), the intended route, and position of all switches needed for the route.
- Apply blocking in CTC between the interlocking and the next interlocking station in the direction of movement to assure no authority conflict exists by using the TMDS Blocking Device process.
- The Train Dispatcher will coordinate with the Metra Southwest Train Dispatcher & NS Landers Operator before requesting routes for movement on the Metra Southwest Corridor that will be operating through Belt Junction Interlocking, to ensure blocking protection is provided against conflicting movements.

Routing Procedure:

- When the SIC can verify the position of all switches and devices within the route, the SIC will inform the train dispatcher. All switches in the route will be identified as either being in normal or reverse position and the route verified due to multiple crossovers at this location.
- The train dispatcher will then notify the SIC that blocking devices are applied (BDA) and state the time and notate this information on the Blocking Information Sheet.
- The train dispatcher may then authorize a train to pass a signal displaying a Stop indication in accordance with this rule, instructions to hand operate switches will not be necessary.
- This document is used to comply with the provisions of federal blocking requirements and will be retained for a period of 7 years.

Once the movement completes its use of the route, do the following:

- After the movement is completed, the SIC will then notify the train dispatcher that the route is clear, at which time the dispatcher will then record the removal of blocking devices (BDR) and notify the SIC that the route is no longer active.
- The train dispatcher may remove TMDS blocking of adjacent CTC when the protection is no longer required.

This process will be followed for all routes, and all switches and devices within a route, regardless of whether their position has been changed, until the conclusion of the signal cutover or when notified by proper authority.

Once the Cutover is completed, and once Signal Department forces are able to provide accurate switch position on the TMDS model board, the use of the SIC for verifying routes is no longer required and trains may be verbally authorized signals as prescribed in Rule 9.12.2 Manual Interlockings, blocking to be provided in TMDS.

Forward completed blocking records to the Senior Director of Safety and Compliance at the conclusion of this outage.

10.3 Track and Time (Application)

When practicable, Track and Time will not be granted in the affected manual interlockings during the signal cutover.

If necessary to provide on track protection within the interlockings, the train dispatcher and the SIC at the location will verify all switches within the route, and record this information on the Blocking Information Sheet before granting any authority.

When necessary to provide on track protection using Track and Time, using non-electronic methods, the forms and all documentation must be retained after expiration for a period of seven (7) years and archived with the Senior Director of Safety and Compliance after they are made void.

Track and Time, when necessary to issue, will be issued in the normal format on the paper form. Track and time forms will be archived when no longer valid, and must be retained for a period of seven (7) years to comply with federal requirements.

Train Dispatcher Rules and Instructions / Rule Modifications for Signal Cutover

During the signal cutover at Lemoyne Interlocking, the following rule changes apply:

60.3 Records Kept (Addition)

The Blocking Information Sheet (BIS) will be maintained for all routes requested during the signal cutover. In addition, this form will be completed for all blocking requested to protect roadway workers in the interlockings as needed.

Train dispatchers are responsible for completing all sections for each route requested.

When a route is made active, the train dispatcher will show the time of blocking device activation in black ink in the column entitled BDA.

When a route is no longer active, the train dispatcher will show the time of blocking device removal in the column entitled BDR in black ink, and then write VOID across the route in Red Ink.

Completed Blocking Information Sheets (BIS) will be archived with the Senior Director of Safety and Compliance for archiving for a period of seven years.

TMDS blocking in adjacent CTC will be recorded using the TMDS functionality.

62.1.1 Reverse Movement within Interlockings

When necessary to apply blocking devices to protect reverse movements in interlockings within the interlockings affected by the signal cutover, the train dispatcher will communicate with the SIC who will verify switch position and then notify the train dispatcher.

Train dispatcher will then notate the blocking using the Blocking Information Sheet.

64.3.2 Track and Time Authority Form

When unable to grant track and time electronically during a signal cutover, track and time may be issued manually, using the paper records and the blocking record sheet. All records of track and time issuance and release made in this instance must be archived with the Senior Director of Safety and Compliance once the authority is no longer valid.

T. Hartwig
Terminal Superintendent

Train Dispatcher Notices in Effect:

2016	001, 004, 005
2017	011
2018	005, 012, 013
2019	001, 008, 012
2021	003, 005, 008, 010, 012, 013
2022	001, 002, 005
2023	003, 004