



THE BELT RAILWAY COMPANY OF CHICAGO

TRAIN DISPATCHER NOTICE

#2021-004

Effective 1500, March 30, 2021

To: Train Dispatchers, Clearing

Subject: PTC Instructions for Train Dispatchers

Train Dispatcher Notices 2020-011, 2020-003, and 2018-011 are void.

Effective March 30, 2021, Positive Train Control (PTC) enforcement is discontinued on the 59th Street Line, BRC Test Section between MP 0.0F and MP 4.65F. Track will remain as PTC Entry Track between these points.

PTC, with enforcement, is in place between MP 14 and MP 16 on the Kenton Line.

Multiple railroads will initialize for PTC operation, carriers may initialize for multiple railroads when using the BRC.

In accordance with Transportation General Order 2020-001, PTC is required for trains operating between MP 14 and MP 16, 80th Street and Belt Junction, on the Kenton Line, except as noted.

When notified that trains need to initialize, use the following steps:

- Verify the train symbol in the train sheet.
- Verify the lead locomotive number.
- Verify if the train is PTC equipped.

Trains operating with PTC should operate using their foreign carrier train symbols only.

When contacted by crews at outlying points, it is permissible to build a train sheet with the lead locomotive number and any other available information, which will then allow them to initialize at an outlying point.

When the train arrives at the BRC, the Train Dispatcher is responsible for assuring that all required information is entered on the train sheet.

Any train sheet corrections related to lead locomotive must be made in TMDS prior to the crew attempting to initialize.

PTC Functionality

PTC will enforce restrictions, delivered using track Bulletins between MP 14 and MP 16 on the Kenton Line.

When it is necessary to deliver a restriction between MP 14 and MP 16 it must be delivered to the train crew verbally on a track bulletin.

Trains unable to initialize or experiencing en-route failures must be recorded using Belt Apps.

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If a train experiences an en-route failure on the BRC, notify the Train Dispatcher on connecting lines.

Between MP 14 and MP 16 on the Kenton Line, when a train is unable to initialize, or experiences a failure en-route, it is currently permissible, until December 31, 2021 to authorize the train to cut out PTC and proceed, making records as required.

Recording of PTC Exceptions

The BRC is required to report PTC related exceptions to the FRA on a regular schedule. Train Dispatchers must ensure any information on PTC exceptions and enforcements is recorded.

When a train is unable to initialize or experiences a failure, an entry must be made in Belt Apps, using the Operational Issues application.

From the NEW OPERATIONAL ISSUE screen:

Select ISSUE TYPE and enter PTC.

Select SUB ISSUE TYPE and enter the types using the definitions shown below:

NO INIT - Train is unequipped and/or is unable to initialize for PTC.

INIT FAIL - Train attempts to initialize but is unsuccessful. When trains attempt to initialize with multiple railroads, identify the carrier where initialization when possible.

BRAKE EVENT - Note when a train reports a PTC Braking Event. Note the location, any crew statements about signals displayed, and the disposition as to whether the train recovers and proceeds or if PTC is cut out.

ENROUTE - When a train that has successfully initializes experiences a PTC failure and PTC is cut out to proceed.

NO OPP - Do not use.

UNEVENTFUL - used when a train has operated successfully, not necessary to notate unless other information is recorded.

H.T. Kirman
Secretary and Director of 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, 012, 014
2020	004, 005, 007, 009, 011
2021	002, 003, 004