

**TRAIN HORN AND CROSSING VIOLATION INCIDENT REPORT
FOR WEST ONE QUIET ZONE
(West Richmond Avenue Grade Crossing)**

OBSERVER INFORMATION

Name of Observer:

Address of Observer (Street, City, Zip):

Phone number of observer:

Email of observer:

Date of Observation:

Time of Observation:

Engine number (if you can see it):

HORN REPORT (Complete a report for each separate time period of horn sounding even if occurring on the same day.)

Where were you when you heard the horns:

How many times did the horn sound?

Were the horns unreasonably loud so as to be extremely annoying or disruptive (Yes or No)?

Were others with you when you heard the horns? If so, their names and relationship to you.

PROHIBITED CROSSING TIME VIOLATION REPORT (Crossing blockage is prohibited for any period of time between 11:30 a.m. to 1:00 p.m. and between 5:00 p.m. to 6:00 p.m.)

What time did you observe the train occupying the crossing? :

EXCESSIVE CROSSING BLOCKAGE REPORT (10 minutes, maximum)

What time did you observe the train enter and clear the crossing (start to finish)?:

COMMENTS:

Please e-mail to Wayne.Nishioka@ci.richmond.ca.us , or mail to P.O. Box 4046, Richmond, CA 94804 Copy

See next page for additional detailed information:

West One Quiet Zone only pertains to the West Richmond Avenue Grade Crossing. There is no Quiet Zone in effect yet for the crossings at Garrard, Cutting and Canal. Do not mistake horn for these three crossings for a horn at West Richmond Avenue.

Although BNSF can no longer sound a grade crossing warning horn at West Richmond Avenue, it can use the horn in the BNSF yard to warn the crew of train movements from a stopped position (two long toots when moving forward and three short toots when moving backwards). This procedure, while controversial and under challenge, comes from a voluntary industry standard adopted by railroads called *General Code of Operating Rules* (<http://www.sdrm.org/faqs/rulebook/title.html>).

The *General Code of Operating Rules* describes the following signals. Only Nyumber 11 is now prohibited for the Quiet Zone

5.8.2 Sounding Whistle

When weather conditions impair visibility, sound the whistle frequently.

If the whistle fails, ring the bell continuously while moving.

When other employees are working in the immediate area, sound the required whistle signal before moving.

The radio may be used in place of whistle signals, except signals (1) and (1 1). See following chart.

The required whistle signals are illustrated by "o" for short sounds and "-" for longer sounds:

	Sound	Indication
(1)	Succession of short sounds	Use when an emergency exists, or persons or livestock are on the track. When crews on other trains hear this signal, they must stop until it is safe to proceed.
(2)	-	When stopped: air brakes are applied, pressure equalized.
(3)	--	Release brakes. Proceed.
(4)	o o	Acknowledgment of any signal not otherwise provided for.
(5)	o o o	When stopped: back up. Acknowledgment of hand signal to back up.
(6)	o o o o	Request for signal to be given or repeated or not understood.
(7)	- o o o	Flagman protect rear of train.
(8)	o o o -	Flagman protect front of train.
(9)	----	Flagman may return from west or south.
(10)	-----	Flagman may return from east or north.
(11)	-- o -	Approaching public crossings at grade with engine in front, start signal not less than 1/4 mile before reaching crossing, if distance permits. If distance does not permit, start signal soon enough before the crossing to provide warning. Prolong or repeat signal until engine occupies the crossing. Use this signal to warn employees when view is restricted.
(12)	0 -	Inspect brake system for leaks or sticking brakes.