

# ORSL Log

PLEASE NOTE THAT ALL RULES AND POLICIES THAT ARE IN EFFECT AT THE DATE OF THE ISSUANCE OF THIS NOTIFICATION ARE SUBJECT TO CHANGE. PLEASE CONTACT SAFETY/RULES TO DETERMINE VALIDITY BEFORE YOU USE THE INFORMATION IN THIS MESSAGE.

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
<b>8/16/2021</b>						
	15939	FTWORT	Is a safety inspection as outlined in GCOR 1.33 required when picking up cars enroute if the cars have received a Class 1 Air Brake Test at another location/terminal?	Yes.	GCOR ABTH	1.33 100.2
	15940	GALVES	May a train designated as "Extended Haul" pick up car(s) or a solid block of cars en route that have not been pretested by a Qualified Mechanical Inspector?	No. Extended Haul trains can only pick up cars en route that have been pretested/inspected by a Qualified Mechanical Inspector.	ABTH	100.10.1
<b>8/17/2021</b>						
	15941	NEEDLE	When is a locomotive air brake test required?	A Locomotive Air Brake Test is required when making up a locomotive consist, adding locomotives to a consist, removing locomotives from a consist, other than when rear locomotives are removed or when rearranging locomotives in a consist.	ABTH	101.6
	15943	FTWORT	What is the speed of an intermodal train on the Emporia Subdivision when averaging less than 80 TOB, containing no empty cars, and having 15 or more "Super Reefers" - BNSF 793110 thru BNSF 794112?	70 MPH, unless otherwise restricted.	TT	1(A)
	15944	EMPORI	Is there a rule requiring a train to be inspected by the mechanical department after an emergency brake application (UDE) occurs 3 times?	All emergency brake applications that occur while moving, whether undesired or intentionally induced by a crew member, are considered an en route delay and must be reported to the train dispatcher. In addition, all undesired emergencies brake applications that occur during normal service braking (commonly referred to as "kickers" or "dynamiter") should also be reported to mechanical desk as an air brake defect. The Dispatcher will track emergency brake applications and arrange inspection if applicable.	ABTH	103.8.4

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	15945	GALVES	What is required when the Train Dispatcher instructs a crew to operate a dual control switch by hand?	If the control operator cannot line the dual control switch to the desired position, or the control machine does not indicate that the switch is lined and locked, the control operator must authorize movement past the Stop indication and instruct the employee to operate the switch by hand. Movement may then proceed to that switch. Before passing over the switch, the train must stop and the employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches). After at least one unit or car has passed over the switch points, the employee must return the switch to power unless otherwise instructed by the control operator.	GCOR	9.13
	15946	SEATTL	May a qualified employee perform a Class 1 Air Brake Test on a geometry car?	Yes.	ABTH	100.10
	15948	EMPORI	May an employee protect a shove move from the cab of a locomotive that is long hood forward?	Yes, as long as the employee can visually observe the leading end of the movement to determine that switches and derails are properly lined, and the route is clear for the intended movement.	GCOR	6.5
	15949	SELIGM	How many trailing tons can be behind a multi-platform spine car on an intermodal train operating with DP consist cut-in and no rear DP on subdivisions listed in SSI Item 47 (Subdivision Specific Tonnage Restrictions)?	Multi-platform spine cars ahead of the cut-in DP must not be ahead of more than 11,000 trailing tons. In addition, multi-platform spine cars behind the cut-in DP must not be ahead of more than 5,500 trailing tons.	SSI	Item 47
<b>8/18/2021</b>						
	15951	AURORA	May a conventional car weighing less than 45 tons be within 10 cars ahead of a single DP remote consist (8 RPA) at the rear of train?	Yes.	SSI	Item 47A (3)
	15952	CRESTO	Is a new Class 1 Air brake Test required when a train symbol is changed enroute?	No. Changing a train identification (symbol) enroute does not require another Class 1 Air Brake Test to be conducted. The symbol change and location should be noted on Form 15287 and/or on the Train Profile.	ABTH	100.10(C)

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
	15953	CRESTO	Is it required to notify the Train Dispatcher when a train is stopped by an emergency brake application?	Yes. All emergency brake applications that occur while moving, whether undesired or intentional, are considered an enroute delay and must be reported to the dispatcher. All undesired emergency brake applications that occur during normal service braking (commonly referred to as "kickers" or "dynamiters") must be reported to the NOC Mechanical Help Desk as an air brake defect. Refer to GCOR 2.10 Emergency Calls and 6.23 Emergency Stop or Severe Slack Action that may also apply.	ABTH	103.8.4
<b>8/19/2021</b>						
	15955	EMPORI	How many trailing tons can be behind a multi-platform spine car on an intermodal train operating with DP consist cut-in and no rear DP on subdivisions listed in SSI Item 47 (Subdivision Specific Tonnage Restrictions)?	Multi-platform spine cars ahead of the cut-in DP must not be ahead of more than 11,000 trailing tons. In addition, multi-platform spine cars behind the cut-in DP must not be ahead of more than 5,500 trailing tons.	SSI	Item 47
<b>8/20/2021</b>						
	15956	LAMPAS	What is the definition of unattended?	Unattended means cars and/or locomotives left standing and unmanned in such a manner that the brake system of the cars and/or locomotives cannot be readily controlled. The hand brake is considered to be part of the brake system of a car/locomotive.	ABTH	Glossary
	15957	SELIGM	May a conventional car weighing less than 45 tons be within 10 cars ahead of a single DP remote consist (8 RPA) at the rear of train?	Yes.	SSI	Item 47
	15959	SELIGM	What is the definition of a combination train?	Combination Train: Two individual trains, each made up of similar loaded and/or empty car types, consolidated into a single train. (e.g., an intermodal train consolidated with an empty bulk commodity train.)	ABTH	Glossary
	15961	CLOVIS	How many trailing tons can be behind a multi-platform spine car on an intermodal train operating with DP consist cut-in and no rear DP on subdivisions listed in SSI Item 47 (Subdivision Specific Tonnage Restrictions)?	Multi-platform spine cars ahead of the cut-in DP must not be ahead of more than 11,000 trailing tons. In addition, multi-platform spine cars behind the cut-in DP must not be ahead of more than 5,500 trailing tons.	SSI	Item 47
	15962	CLOVIS	What is required when the NOC Detector Desk provides information about a car that needs to be set out?	Be governed by instructions provided in each case by the NOC Detector Desk.	SSI	Item 8(K)

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8/21/2021						
	15963	REDROC	May a train proceed one train length to improve radio reception during a train check or alternate method, if there are indications of a communication interruption between the DP remote(s) and/or ETD and the lead unit?	When en route failure occurs due to train being in a location of poor communication (tunnel, rock cut, overpass, etc.), train may be moved a train length in an attempt to regain communication. If communication cannot be restored after clearing the poor communication area, train must be stopped. The failure must be corrected or alternative method of compliance secured.	ABTH	102.13.1