

## 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
9/12/2021						
	16016	GALVES	May a train depart without a buffer car next to engine when HAZMAT position in train chart requires the placarded car not to be next to engine?	No.	USHMI	VI
9/13/2021						
	16018	ORIN	Where is the instruction requiring visual inspection of train if the axle count of detector varies by more than 16 axles from the train list?	This instruction is no longer in effect and has been deleted from the System Special Instructions.	SSI	Item 8 (C)
9/14/2021						
	16021	GALLUP	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
	16023	FTWORT	Is a safety inspection, as outlined in GCOR 1.33, required when picking up cars (kept charged) at a terminal that have been set out by a previous train if the cars have received a Class 1 Air Brake Test at another location/terminal?	Yes. A safety inspection is required because the cars have been moved to another location from where the cars received the safety inspection.	ABTH GCOR	100.2 1.33
	16024	FTWORT	Is a safety inspection, as outlined in GCOR 1.33, required when picking up cars at a terminal that has received a Class I Air Brake Test at that terminal by a Qualified Mechanical Inspector (Carman) or a qualified person (Trainman)?	No, as long as the cars are not rearranged after receiving the Class 1 Air Brake Test. The safety inspection was completed at the terminal during the Class 1 Air Brake Test.	ABTH GCOR	100.2 1.33

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
	16025	BARSTO	May a locomotive continue as the lead unit if the locomotive bell fails en route and Quiet Zones will be encountered?	Yes. The locomotive may be operated at normal speed until the next daily inspection or until it reaches the nearest point where repairs can be made, whichever occurs first. When necessary a locomotive engineer may sound the train horn to provide warning to crews on other trains in an emergency situation, vehicle operators, pedestrians, trespassers or animals if, in the locomotive engineer's sole judgment, such action is appropriate to prevent imminent injury, death, or property damage.	GCOR	5.8.4
	16027	EMPORI	May a train operate without any operative dynamic brakes in the locomotive consist?	Yes, as long as lead locomotive is equipped with an operative accelerometer that displays current change in speed or predicted change in speed in miles per hour per minute. Train must also be in compliance with operative dynamic brake requirements of specific subdivision train is operating on, as listed in Division Timetables.	ABTH	100.19
	16028	SPOKAN	Is permission from the train dispatcher or control operator to change directions required if movement stops while the trailing end is between the outer opposing absolute signals of a control point?	Yes, except within track and time limits, if movement stops while the trailing end is between the outer opposing absolute signals of a control point or manual interlocking, the movement must not change direction without permission from the control operator.	GCOR	6.4.2
9/15/2021						
	16029	SEATTL	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)
	16030	CLOVIS	May a through freight train built at a grain facility move from the industry track across two main lines into a yard without an air test and without the capability to initiate an emergency brake application from the rear?	No.	ABTH	102.13
					ABTH	100.10
9/16/2021						
	16031	EMPORI	May a train depart its initial terminal with an inoperative PTC screen on the conductors side of the cab?	Yes. Report the defect to the mechanical desk.	ABTH	101.10

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
	16032	EMPORI	May a train in road service be operated in PTC territory if the controlling locomotive is not equipped with an operable PTC system?	No. PTC territory is specified in special instructions. A train must not be operated in PTC territory if the controlling locomotive is not equipped with an operable PTC system unless otherwise authorized by rule, special instructions, or the train dispatcher.	GCOR	18.1
					SSI	Item 17
9/17/2021						
	16034	STJOSE	Must all locomotives brakes be verified that they apply and release, during a locomotive air brake test, when adding a single locomotive on the rear of a locomotive consist?	Yes. From a ground position, observe one side of the multiple-unit consist to confirm that all locomotive brakes apply and release as specified in ABTH 101.6.	ABTH	101.6