

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
10/3/2021						
	16073	SANBER	What specific subdivisions may exceed 5,500 trailing tons behind a multi-platform spine car if all the conditions are met?	On the Chillicothe, Marceline, Emporia, Arkansas City, La Junta, Topeka, Panhandle, Hereford, Clovis, Gallup, Seligman, Needles, Fort Worth (between MP 365 and MP 355), Wichita Falls and Red River Valley Subdivisions, trains operating with DP may exceed 5,500 trailing tons behind multi-platform spine cars if all the conditions are met in SSI Item 47 (Subdivision Specific Tonnage Restrictions).	SSI	Item 47
	16074	MOJAVE	May an intermodal train with one DP remote locomotive on the rear of train have a QY car with an empty well next to remote engine?	Yes.	SSI	Item 47(A) (3)
	16075	LAFAYE	What restrictions apply if a train has one or more cars weighing 144 tons on subdivisions with timetable Bridge and Equipment Weight Restrictions A or B (143X)?	None. The actual car weight may exceed the maximums by up to one ton due to weighing tolerances. Cars weighing 145 tons and greater would qualify for Bridge and Equipment Weight Restrictions.	SSI	Item 5
10/4/2021						
	16077	RIVER	Is AUTO CONTROL use prohibited when "NO AUTO DB" is displayed on the operating screen?	Yes. When Trip Optimizer displays the grey "NO AUTO DB" box in the upper right corner of the operating screen, AUTO CONTROL use is prohibited.	G/N	SYS 227
	16078	BLACKH	Must 100% of the train brakes operate properly before departing after performing a Class 1 Air Brake Test?	Yes. Make sure 100% of the train brakes are operative before departing.	ABTH	100.10
	16080	GALLUP	Is a new Class 1 Air Brake Test required on the entire train after setting out a car or a solid block of cars and also a unit from the lead locomotive consist?	No. A Class III, Application and Release Test, as outlined in ABTH 100.15 and Locomotive Air Brake Test, as outlined in ABTH 101.6 would be required before departure.	ABTH ABTH ABTH	100.10 100.15 101.6

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	16081	NEEDLE	Is there a tonnage requirement for intermodal trains operating with a cut-in DP remote consist that allows more than 5,500 trailing tons behind a multi-platform spine car?	Yes. For trains operating with cut-in DP, the tonnage ahead of and behind the cut-in DP consist must be within 2,000-tons of each other.	SSI	Item 47
	16082	HEREFO	Where must the DP remote consist be cut in on a solid intermodal train with a single DP remote consist?	On solid intermodal trains, the DP remote consist must be cut in no closer than 1000 feet forward of mid train by length, as long as train makeup requirements next to DP remote consist outlined below in item 47(A) 3 and 4 are met.	SSI	Item 47
	16083	EMPORI	May one crew establish "going between" protection to remove a remote DP consist and add an ETD at the rear of a train while another crew is occupying the head end?	Yes. Train and yard crews are excluded from blue signal protection of workmen when they perform work on, under, or between rolling equipment that is part of the train or yard movement they are handling or will handle and are required to obtain "going between" protection. A conductor/brakeman can establish "going between" protection from their engineer while another crew is occupying the head end. In addition to establishing protection, crews must ensure that all crew members involved in the move must have a clear understanding of the work to be performed and must have a clear understanding of movements to be made.	GCOR TYESR	5.13 13.1.1
10/6/2021						
	16084	LAMPAS	May equipment be left on a switching lead fouling a yard track?	Yes. Equipment may be left on a switching lead, fouling a yard track switch when the switch is lined for the yard switching lead. Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.	GCOR	7.1
10/8/2021						
	16088	STJOSE	When is a train considered "off air"?	Off air is a term used to describe a brake system that has not been connected to a continuous source of compressed air of at least 60 psi for a period of 24 hours or more. The "source" of compressed air is one or more locomotives or a yard air connection to the brake system. If brake pipe gradient is observed, no minimum brake pipe pressure at the opposite end of a brake system is required as long as 60 psi or more is being maintained at the charging end of the brake system.	ABTH	Glossary

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	16089	GALLUP	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