

## 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
9/27/2021						
	16051	HEREFO	Must the headlight be on bright at the whistle post when approaching a public crossing with engine in front?	Yes. Approaching public crossings at grade with engine in front, the headlight must be on bright at the crossing sign. If no sign, or if movement begins between sign and crossing, the headlight must be on bright soon enough before the crossing to provide warning.	GCOR	5.9.1
	16052	REDROC	Should the weight of dead locomotives be added to total trailing train tonnage when determining train make up compliance?	No. Locomotive weight, operative or dead/isolated, is not used to recalculate train's TOB or trailing tonnage when determining train make up.	SSI	Item 47
	16055	RIVER	What type of air brake test and inspection is 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?	Perform a safety inspection and a Class 3 Air Brake Test before departing.	ABTH ABTH	100.2 100.15
	16056	LAJUNT	Must a marker be displayed on the trailing end of the rear car to indicate the rear of train?	Yes.	GCOR	5.10
	16057	LAJUNT	May the employee observing the leading end of the movement use their name to inform the engineer at the controls of the engine who is protecting the movement when communicating by radio?	Yes.	GCOR	6.5
	16058	CHICAG	Is an additional Class 1 Air Brake test required after switching cars for train make up compliance, on a train that has previously had a Class 1 Air Brake Test?	Only the portion of cars that were rearranged in the train must be given a Class 1 Air Brake Test and inspection when switching cars for train make up and/or hazardous material car placement compliance.	ABTH	100.10
	16059	HEREFO	Where is the information about High-Impact Days?	System GN 223 (Section I).	G/N	SYS GN 223

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
	16060	FRONTR	What is the maximum speed of a train when it is determined to be out of compliance with train makeup rules listed in items 47 and 47(A), and what actions need to be taken?	If a train is determined to be out of compliance with these train makeup rules as listed in items 47 & 47(A), and the maximum authorized speed exceeds 45 MPH, the speed must immediately be reduced to 45 MPH and the train dispatcher notified. The train must not exceed a maximum speed of 45 MPH until it reaches the location specified by the train dispatcher to correct the condition.	SSI	Item 47
9/28/2021						
	16061	GLASGO	May a loaded spine car weighing more than 45 tons be placed between the lead consist and remote DP consist of 9 - 24 RPA on the Glasgow Subdivision?	Yes.	SSI	Item 47
	16062	SEATTL	When must all loaded and residue/empty hazardous material shipments be inspected to determine that they are in acceptable condition for transportation?	Before accepting them from the shipper, when receiving them in interchange (Note: Run-through trains received in interchange may continue to the next inspection point before being inspected), when placing them in a train, or at other points where an inspection is required (e.g., 1000 mile inspection).	USHMI	III
9/29/2021						
	16063	GALLUP	What type of air test must be performed after setting out two separate blocks of cars at the same location?	Perform a Class 1 Air Brake Test. The train consist was changed, other than by adding and/or removing a car or a solid block of cars, or by removing defective car(s). Therefore, the entire train would require a Class I Air Brake Test and inspection before departing set-out location.	ABTH	100.10
	16064	EMPORI	Are there any restrictions placed on coiled steel shipments identified by car kind code GOS or GRS on the Emporia Subdivision?	There are no restrictions specific to the Emporia Subdivision placed on coiled steel shipments with car kind code GOS or GRS. However, coiled steel shipment restrictions identified in the SSI train make-up instructions would be applicable.	SSI	Item 47
9/30/2021						
	16065	MARCEL	May a Key Train with Rail Security Sensitive Material (RSSM) be left unattended within a High Threat Urban Area (HTUA)?	No. Shipments identified as "RSSM" must be attended at all times while inside an HTUA.	SSI	Item 50

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	16067	HEREFO	Does a cycle train that remains intact during loading and/or unloading require a new Class 1 Air Brake Test if the symbol changes?	No. Unit bulk commodity trains (coal, grain, taconite, etc.) that remain intact are considered Cycle Trains and may be operated up to 3,000 miles before an additional Class 1 Air Brake Test is required. This does not exclude the requirement of inspecting all loaded and residue/empty hazardous material shipments before accepting from the shipper; nor does it exclude the requirement for intermediate inspections and tests (Class 1A). Loading or unloading locations and/or train symbol changes on cycle trains have no bearing on where inspection and brake tests are required. Maintain the original written record of Class 1 inspection in the cab of the locomotive.	ABTH	100.10
	16068	STJOSE	May a loaded or empty bulk commodity unit train operate with only one buffer car placed between the placarded car and the engine?	In a loaded or empty bulk commodity unit train, only one buffer car is required to be placed between the placarded car and the head end engine consist and occupied helper unit.	USHMI	VI
10/1/2021						
	16069	MARCEL	Are locomotives included when determining maximum train length allowed for DP remote and/or ETD placement limitations?	No. Locomotives are excluded when determining maximum train length allowed for DP remote and/or ETD placement limitations.	SSI	Item 47(A)2
	16070	CUBA	Must the air brake system be charged before performing a Class 3 Air Brake Test?	Yes. Charge the brake system to within 15 psi of the regulating valve setting as indicated by a gauge or device at the rear of the train.	ABTH	100.15