

# 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
10/24/2021						
	16139	SELIGM	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	This instruction is no longer in effect and has been deleted from the System Special Instructions.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 8C
10/25/2021						
	16143	AKRON	May a yardmaster instruct a crew to leave a derail in non-derailing position?	Yes. The yardmaster is responsible for and shall directly supervise yard crews, clerks, and all other employees working in the yard. The yardmaster must see that they work in a safe, efficient, and economical manner, according to the rules, regulations, and instructions of the railroad. Yardmasters must ensure the prompt and regular movement of cars, especially the proper make-up of trains and their movement into and out of the yard. At locations where yardmasters are on duty, employees in train, engine, and yard service must comply with the yardmaster's instructions. At locations where no yardmaster is on duty, these employees will work according to the instructions of designated employees.	GCOR	1.46
10/26/2021						
	16146	LAJUNT	Must a car indicated as rear end only be placed behind any rear end DP/Helper consist?	Yes. Cars indicated as rear end only must be at rear of train behind any rear end DP/helper consist.	SSI	Item 47
	16147	ONEILL	May an engineer operating the controls of a moving locomotive repeat to the dispatcher, the limits of a track warrant issued via PTC?	Yes. When crew members responsible for complying with electronically delivered directives are not in the controlling locomotive (such as train service employees in passenger service), the engineer will communicate to those crew members the contents of new directives as soon as practical after the prompt is received and prior to reaching the directive location.	SSI	Item 18

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	16149	OTTUMW	What is required when a crew member requests "going between" protection when the locomotive is not coupled to the rail equipment?	Notify all members of the crew including attached utility employees and students by radio that the crew member will be going between or working on the end of rail equipment and identify track(s) to be working on. Each member of the notified crew must acknowledge by radio that they understand a crew member will be going between or working on the end of rail equipment.	TYESR	13.1.1
10/27/2021						
	16150	SELIGM	May a conventional car weighing less than 45 tons be within 10 cars from a cut in DP remote consist (8 RPA)?	Yes.	SSI	Item 47A(4)
	16152	FALLBR	What air brake test or inspection is required when splitting a train operating with a Class 1 Air Brake Test into two separate trains?	The train retaining the symbol will need a Class 3 Air Brake Test before departure. The train receiving a new symbol will need a safety inspection with a Class 1 Air Brake Test or an extended haul inspection.	ABTH	100.2
					ABTH	100.15
					ABTH	100.10
	16154		May an employee ride the non Close/No Clearance side of equipment at a location where Close/No Clearance exists?	Ride cars or equipment only if necessary and if you have determined that you can do so safely. Employees must not ride or knowingly allow others to ride the close/no clearance side of equipment at the location where close/no clearance exists.	TYESR	13.1.5
10/28/2021						
	16158	SILSBE	Does the exception in SSI Item 47A(2) (Loaded vehicle trains-8,000 ft between lead locomotive consist and ETD on rear) apply to trains that contain manifest cars on the rear?	No. It applies to solid loaded vehicle trains.	SSI	Item 47(A)
	16159	REDROC	May a local or roadswitcher have a loaded tank car from Group A, B or C next to lead locomotive if no buffer cars are available?	No.	USHMI	VI - 6
	16160	CHILLI	Where are the instructions for combining intermodal trains that will be operating on subdivisions with specific tonnage restrictions?	SSI Item 47 - System Tonnage Restrictions & Subdivision Specific Tonnage Restrictions	SSI	Item 47
10/29/2021						
	16161	CUBA	Must a crew inspect 12 axles forward and 12 axles to the rear of the indicated car when no defect is found for a dragging equipment message?	Yes.	SSI	Item 8(C)

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	16162	STAPLE	Must a key train comply with the TOB lower speed requirement, even if the TOB is below the reduced speed requirement?	Yes. Where lower speed restrictions are in effect, or when the train is restricted to a lower speed for other reasons, the lower speed governs.	USHMI	VII(4)
	16163	ELPASO	Must the main track switch be lined and locked to the normal position after entering a siding before reporting clear of a track warrant in TWC non-signalized territory?	Yes. A train using a hand-operated switch to clear the main track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.	GCOR	14.7
					GCOR	8.3
10/30/2021						
	16166		May a locomotive air brake test be performed from the controls of the head end consist after adding a trailing unit to a DP remote consist?	Yes.	ABTH	101.6
	16167		May a train that failed PTC initialization depart without operational restrictions?	Yes. If the system fails to initialize, the engineer must attempt to contact the appropriate PTC help desk for troubleshooting and notify the train dispatcher of the failed initialization. If troubleshooting fails and no other options exist in the locomotive consist, the train dispatcher will contact the chief dispatcher for further instructions. The chief dispatcher will contact the NOC-GDT for approval on whether the train will be allowed to depart without PTC or provide other instructions. The train dispatcher will relay the necessary instructions to the crew.	SSI	Item 17
					G/N	SYS GN 222
					GCOR	18.1
	16168	SLATON	How many loaded steel coil cars with end of car cushioning may be placed in a conventional train over 8,500 tons when operating on a subdivision with Additional Train Makeup Restrictions Applicable to Trains Containing Coiled Steel cars?	On a conventional train over 8,500 tons you are not allowed to have any loaded steel coiled cars with end of car cushioning when operating on a subdivision with Additional Train Makeup Restrictions Applicable to Trains Containing Coiled Steel cars.	SSI	Item 47