

# 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
12/6/2021						
	16272	AVARD	May a train continue when required documents are not available after both crew members iPad's quit working while transporting hazardous material?	<p>No. No person may accept a hazardous material for shipment by rail transportation or transport a hazardous material in a train unless a member of the crew has each of the following documents:</p> <p>A. Acceptable shipping documents.  B. Acceptable emergency response information.  C. A document showing the current position of the hazardous material shipment in the train.</p>	USHMI	II
12/7/2021						
	16274	MARCEL	What is required when a train receives train check fail when departing?	Stop the train and follow the train check fail instructions in ABTH 105.5.2.	ABTH	105.5.2
12/8/2021						
	16275	EMPORI	Are the train crew actions different when a Key Train is stopped by a Trackside Warning Device (TWD) versus the NOC Detector Desk when notified of a hot journal/bearing or hot wheel condition is indicated?	<p>Yes. When a Key Train is stopped by a trackside warning device, and a hot journal/bearing or hot wheel condition is indicated, the car (hazmat or not) must be set out. When notified by the dispatcher or NOC Detector Desk to take action relative to a "warm" bearing/journal, the train (including Key Trains or any train with hazardous material shipments) may be moved without additional restrictions to a convenient location to inspect or set out as directed. Instructions for potential failure conditions identified by the NOC Detector Desk do not supersede instructions for overheated/hot journals or defective equipment identified by other Trackside Warning Devices or visual inspections.</p>	SSI	Item 8K

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	16276	EMPORI	Are the train crew actions different when a Key Train is stopped by a Trackside Warning Device (TWD) versus the NOC Detector Desk when notified of a hot journal/bearing or hot wheel condition is indicated?	Yes. When a Key Train is stopped by a trackside warning device, and a hot journal/bearing or hot wheel condition is indicated, the car (hazmat or not) must be set out. When notified by the dispatcher or NOC Detector Desk to take action relative to a "warm" bearing/journal, the train (including Key Trains or any train with hazardous material shipments) may be moved without additional restrictions to a convenient location to inspect or set out as directed. Instructions for potential failure conditions identified by the NOC Detector Desk do not supersede instructions for overheated/hot journals or defective equipment identified by other Trackside Warning Devices or visual inspections.	SSI	Item 8K
	16278	SPOKAN	May an Extended Haul train set out a car or block of cars and then another Extended Haul train pick up the car or Block of cars?	Yes. Any cars or solid block of cars added enroute must be pretested by a Qualified Mechanical Inspector.	ABTH	100.10.1