

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
1/15/2016						
	9732	PIKESP	May a train designated as "Extended Haul" pick up cars or a solid block of cars en route that have not been pretested by a Qualified Mechanical Inspector?	Yes, but the train will lose its designation as an "Extended Haul" train.	ABTH	100.10.1
	9734	FALLBR	Is a walking inspection required when a Key Train receives an "integrity failure" message from a 5(b) detector?	No. Proceed and report "Integrity Failure" or "Maintenance Required" to the train dispatcher unless "Train Too Slow" is transmitted in the same message. Then, no report to the train dispatcher is required.	SSI USHMI	Item 8 Item VII
	9735	ANGORA	How many locomotives may be coupled together in multiple-unit configuration?	Locomotives coupled together in multiple-unit configuration must be limited to 12 locomotives.	SSI	Item 2
	9736	GALLUP	Is a train symbol that is exempt from train make-up restrictions, by division general order, apply to key trains?	No. Trains on Divisions may be exempt from train makeup restrictions as specified in System Special Instructions Item 47, unless designated as a Key Train. Exempt trains and locals are restricted to 45 MPH when out of compliance with System Special Instructions for train makeup.	SSI G/O	Item 47 Division
1/16/2016						
	9737	CLOVIS	May class 1 inspections and tests be communicated to the engineer so that it may be entered on the space provided on the train profile?	Yes.	ABTH	100.10 C
	9738	GLASGO	May GCOR 6.6 be used to back up a train on the main track without somebody watching the point?	Yes, as long as the requirements of GCOR 6.6 are met.	GCOR	6.6
1/17/2016						
	9739	ANGORA	May locomotives be left unattended on auxiliary tracks (spur track) if a derail is not located at the spur end of the track?	Yes. When locomotives are left unattended on auxiliary tracks, they must be protected, by derail(s) or a facing point switch lined and locked to prevent movement to main track.	ABTH	102.3
1/18/2016						

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
	9741	HOUSTN	How does a train proceed when encountering a red signal with a number plate?	Proceed at restricted speed.	GCOR	9.1.13
	9746	EMPORI	May a conventional car weighing less than 45 tons be the first car placed ahead of a single distributed power (DP) unit at the rear of the train with 8 Rated Power Axles?	Yes, unless additional Distributed Power make-up restrictions specific to individual subdivisions would prevent the placement of the car.	SSI	Item 47
1/19/2016						
	9744	CLOVIS	Is the employee in charge that is granting a train permission to enter form B limits required to include "pass the red flag without stopping"?	No. The employee in charge is no longer required to say "without stopping" when granting permission to pass the red flag to proceed through form B limits.	GCOR GCOR	5.4.7 15.2
	9747	PHOENI	May a train make a shove movement while occupying the same "Work Between" track warrant limits of another train?	Yes, as long as the requirements of GCOR 6.5 are met.	GCOR GCOR	6.5 14.4
1/20/2016						
	9748	CHILLI	Does a written notification of an "Extended Haul" Air Brake Test on the train profile qualify as an engineer's notification that a Class 1 Air Brake test has been performed?	Yes. An "Extended Haul" Air Brake test per ABTH 100.10.1 is a Class 1 air brake inspection and test performed by a Qualified Mechanical Inspector allowing the train to be operated greater than 1000 miles, but not to exceed 1500 miles before and additional Intermediate or Initial Terminal Inspection and Air Brake Test is required.	ABTH	100.10
	9750	GRANDF	If movement stops while the trailing end is between the outer opposing absolute signals of a control point, do we need permission from the control operator to change directions?	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
1/21/2016						
	9752	PIKESP	Is it permissible to have an empty coal car in the middle of a loaded coal train?	Yes. Any conventional (non-multiplatform) car weighing less than 45 tons must not be in the first 10 cars/platforms of any train weighing more than 5,500 tons.	SSI	47

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
	9754	BROOKF	Are there any restrictions for operating a train with lead locomotive long hood forward?	Trains operated with lead locomotive long hood forward, qualify for maximum authorized Timetable speed not exceeding 70 MPH unless the controlling locomotive is a car body type or has a desktop control stand. When the controlling locomotive is a car body type or has a desktop control stand and is being operated long hood forward, maximum speed is 45 MPH. If unit is not equipped with ditch lights, do not exceed 20 MPH over public crossings until occupied.	GCOR SSI	5.9.5 Item 1(B)
	9755	LAJUNT	What is the maximum authorized speed for loaded ribbon rail trains?	Maximum authorized speed for loaded ribbon rail trains on the main track is 35 MPH.	SSI	Item 1
	9756	ANGORA	After passing a block signal that displayed an Approach Medium and the next signal can be seen and it is displaying an Approach Restricting, what speed is required when passing the Approach Restricting signal?	The train may proceed prepared to pass next signal at restricted speed. A train may comply with the next signals indication when its aspect can be clearly seen and the signal governs the track where movement is occurring or will be made. This does not apply when a rule or previous signal indication requires movement at restricted speed.	GCOR GCOR	9.1.7 9.8
	9758	AURORA	Is a transfer air brake test required when cars are moved from a yard track to another yard/terminal or to another railroad in interchange?	Yes. Cars moved within a yard for the purpose of switching do not require a transfer air brake test. Cars moved outside the yard, less than 20 miles, for the purpose of moving to another yard/terminal, delivering to another railroad in interchange, or spotting to an industry, require a transfer air brake test.	ABTH	100.11