

# 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
4/22/2016						
	10068	STAPLE	Are employees permitted to deadhead on DP units?	No. Crews may deadhead on the first through fourth trailing units, where those units are equipped with a North American Cab (enter-through-the-nose cab). Orientation of the trailing units may be either short-hood or long-hood forward.	G/N	105
	10069	STAPLE	Is the primary remote control operator required to be at the coupling when a utility employee is protecting a shove move to a coupling?	No.	RCOI	1.7
	10071	CHILLI	Is the weight of isolated locomotives used when calculating trailing tonnage for train make up requirements?	No. When complying with Special Instructions covering speed and other train restrictions where calculations of train length, tonnage and/or tons per operating brake are involved, the locomotive consist should be excluded unless specifically stated otherwise.	SSI	47
	10072	CHICAG	When may a train comply with the next block signal?	A train may comply with the next signal's 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	9.8
	10073	SPOKAN	Must a locomotive be set out on a key train that is stopped by a trackside warning device when the indicated axle is on the locomotive consist?	No. When a Key Train is stopped by a trackside/wayside warning device, the indicated car (hazmat or not) must be set out.	USHMI	VII
4/25/2016						
	10077	CHILLI	What is the maximum authorized speed of a key train in a siding?	Trains and engines, including key trains, must not exceed 10 MPH through turnouts connected to main track unless otherwise indicated. Trains and engines, including key trains, using sidings must not exceed the siding turnout speed unless otherwise indicated. There is no specific speed restriction for a key train operating on a siding.	SSI	Item 1
4/26/2016						

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
	10078	KO	Is a Class 1 Air Brake Test required after repositioning a car or a solid block of cars?	No. Repositioning a car or a solid block of cars within a train for any reason is considered the same as removing and/or adding a car or solid block of cars.	ABTH	100.10
	10079	HILLSB	What is the maximum length allowed between lead locomotive consist and remote DP consist on a manifest or bulk commodity train operating with a single DP remote consist, cut in or on rear?	The maximum length allowed, excluding locomotives is 8,500 ft between lead consist and remote DP consist.	SSI	Item 47
	10080	MARCEL	Is a train relieved of wind warning requirements when a crew member reports that the wind is not as severe as indicated?	Yes, if the employee advises local wind conditions are 50 MPH or less, with chief dispatcher authority the train dispatcher may grant permission for passenger trains restricted to 40 MPH and other affected trains to operate at maximum authorized speed.	SSI	Item 33
	10081	EMPORI	Is a utility employee required to attach before protecting a shove?	No.	GCOR	5.13
	10084	EMPORI	How does an end of train telemetry failure of Rear to Front (RF NOCOM) effect my train?	A "RF NOCOM" is not one of the conditions that require crew actions per ABTH 102.14 and ABTH 102.14.1. However, per ABTH 103.3, if train stops and end of train telemetry has failed, visual observation of a set and release of brakes at the rear car is sufficient in determining no blockage exists. Dispatcher must be notified of a failed ETD to avoid additional stops and delays, when possible. If train is stopped and end of train telemetry indicates brake pipe pressure is not being restored. Movement must not exceed 10 MPH and the train's length unless the reason for the brake pipe blockage indicated by telemetry is determined. (Distance may be extended if public crossings or bridges not equipped with walkways are involved).	ABTH	102.14.1
ABTH					102.14	
ABTH					103.3	
	10085	ELPASO	May a train proceed when the ETD (FR Nocom – loss of front to rear communication) fails en route?	Yes. When an en route failure occurs on trackage other than those listed in system special instructions, train must not exceed 30 MPH until failure is corrected or another method of compliance is secured. If end of train telemetry has failed, visual observation of a set and release of brakes at the rear car is sufficient in determining no blockage exists. Dispatcher must be notified of a failed ETD to avoid additional stops and delays, when possible.	ABTH	102.14.1
ABTH					103.3(B)	

Open Date	Ticket	Sub	Question	Answer	Rule Book	Rule No
4/27/2016						
	10086	SWEETG	May trains listed on a Division General Order that exempt train make-up requirements operate out of compliance as outlined in SSI Item 47?	Yes. Follow the train make-up instructions listed in Division General Order.	SSI	Item 47
4/28/2016						
	10090	BELLIN	May a train comply with the next signal indication after passing an approach medium signal when the next signal is displaying an approach medium indication?	Yes. 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	9.8
	10091	REDROC	Is a train required to have written record of Class 1 inspection that was performed at the train's origin station?	Yes. Written record of Class 1 inspections performed at the train's origin and at any 1500 mile Extended Haul inspection location (at origin or en route) must be retained on the locomotive to the train's destination.	ABTH	100.10
	10092	MARCEL	What is the maximum authorized speed of a military train?	Solid consist of military equipment is 55 MPH. Unit military trains containing shipments on cars with end of car cushioning as shown on the train profile (EOC) shall have no more than total of 80 cars in the train. If train exceeds 60 cars, train is restricted to 45 MPH.	SSI SSI	1 47