

# Operating Rules Support Line

From: 04/27/2008 to 05/03/2008

Date	Time	Caller	Occupation	Div	Subdivision	Inquiry	Response	Book	Rule No.	Comments
04/27	9:59		CONDUCTOR	GUL	Galveston	At the trains origin, is the name of the person who completed the class 1 air brake test required when receiving written notification?	Yes. A qualified person or mechanical inspector who participated in the test and inspection or anyone who knows the test was completed must notify the engineer in writing that the initial terminal air brake test has been completed satisfactorily including name, date, time, location and number of cars inspected.	ABTH	100.10	
04/27	11:29		ENGINEER	SWE	Seligman	After a roll by inspection, is it required to advise the crew of the condition of the their train?	When possible, employees inspecting the passing train must advise crew members of the condition of their train.	ABTH	6.29.1	Caller was seeking interpretation of rule after discussing with supervisor.
04/28	4:13		CONDUCTOR	NEB	Hastings	Inbound crew advises the outbound crew that a TWD has just broadcast an excessive alarm message indicating defects on axles of two Class 9 hazmat cars, should these hazmat cars be set out?	Yes. When a train actuates a wayside hot box detector before crew change location, the relieving crew will be advised of the equipment that activated the detector so that they can inspect the car and follow the above procedure if the equipment actuates a subsequent detector enroute. Exception: If indicated axle is on a loaded, placarded, non-intermodal car containing hazardous material, set out the loaded, placarded, non-intermodal car. (For Key Train instructions see US Hazardous Material Instructions for Rail, Section VII, Key Trains.)	SSI	Item 8 D	Employee did not attempt to contact supervisor prior to calling ORSL.

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04/29	13:23		CONDUCTOR	SWE	Clovis	When using hand-operated crossover switches within yard tracks, do both crossover switches need to be lined for normal position when movement through the crossover is completed?	Crossover switches not connected to a main track or siding must be left in a corresponding position. (Both switches left lined against movement through the crossover or both switches left lined for movement through the crossover)	GCOR	8.12	Employee indicated he had contacted his supervisor, but wanted clarification on the application of this rule.
04/30	6:03		ENGINEER	SPR	River	1) Is a class I air brake test required when the trains consist is changed by setting out three defective cars found during a class 1 air brake test?  2) Is a class I air brake test required when setting out two separate blocks of cars from train?	1) No. A class I air brake test is not required when the trains consist is changed by removing defective cars.  2) Yes. Test must be conducted when the trains consist is changed, other than by adding or removing a car or a solid block of cars.	ABTH	100.10	Caller reviewed questions with a supervisor prior to calling the ORSL.
04/30	9:11		ENGINEER	GUL	Lafayette	Caller presented a scenario and was asking if a rules violation had occurred?	Referred to local supervisor.	NONE		Caller was preparing for a formal investigation.
04/30	12:42		ENGINEER	NWE	Fallbridge	What is the additional train make up instructions for DP manifest trains with total tonnage of 0 - 9,000 operating on the Oregon trunk?	a. Minimum weight of cars - all cars within the first half of the train and 5 cars ahead of the remote locomotive, whether on the rear or cut in, must weigh a minimum of 45 tons. b. Power limitation – The DP remote locomotive consist is limited to a single locomotive on the rear or cut in.	SSI NONE	47 - A	Caller seeking interpretation of System GO 59
04/30	13:48		ENGINEER	TWI	Lakes	Where is the rule requiring a train to be secured and inspected if 3 separate emergency brake applications occur?	TDM Rule 40.25.1	TDM	40.25.1	Reporting of emergency brake applications to the train dispatcher is required by GCOR 6.23 and ABTH 103.8.4

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05/02	5:00		ENGINEER	NWE	Seattle	Must dimensional shipments be placed in compliance with minimum train weight restrictions (Boeing ACFTEQ)?	Yes. Dimensional shipments, including idler cars moving with dimensional shipments, must be placed in compliance with minimum weight requirements outlined in train make up rules. However, placement of dimensional shipments must otherwise be as close to lead locomotive as possible.	SSI	Item 7	Referred to ORSL by supervisor (0500 MJM).
05/02	10:13		ENGINEER	TWI	Jamestown	Employee asked to lodge a complaint about certain responses to questions on the Operating Rule Support Line.	The employee's complaint was noted and the employee was encouraged to call back, especially if assistance is required with the application of an operating rule.	NONE		
05/02	14:07		ENGINEER	PWR	Orin	While working within multiple Track and Time (T&T) Limits can a train move from one T&T Limit, Switch Yes, to another T&T Limit, Switch No, without obtaining verbal authority from the dispatcher to enter the 2nd Limits (Back to back continuous limits).	No. Limits designated by a switch extend only to the signal governing movement over the switch unless otherwise designated. Except at interlockings, trains granted track and time: After stopping at a signal displaying a Stop indication, must be granted verbal authority to enter the limits at either end.	GCOR	10.3	

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05/02	19:38		ENGINEER	SPR	Birmingham	The instructions in the first and second paragraphs of SSI Item 33, Excessive Winds... seem to conflict with each other. Are all trains affected by this instruction or can a loaded coal train proceed without any restriction when notified by the dispatcher of wind warnings in excess of 50 MPH?	<p>Loaded coal trains and other bulk commodity trains identified in this instruction may proceed without restriction; however, all other trains and equipment not identified are affected by the excessive wind warning instructions.</p> <p>When wind warnings in excess of 50 MPH are received, the Train Dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds. Light engines and loaded bulk commodity unit trains handling coal, grain, ore, taconite, ballast, molten sulfur, or potash may continue to operate without restriction.</p> <p>When notified that winds are forecast to be in excess of 50 MPH, all trains and equipment affected may proceed at 20 MPH to a staging location (ex. siding or location with double crossovers) as directed by the train dispatcher to allow trains not affected by the wind warning to pass. After stopping, if field employees including a crew member on an affected train observes that local weather conditions are not as severe as the wind warning indicated, and would not impact their safety or that of the train, crew will advise the train dispatcher of local conditions. With Chief Dispatcher authority, the Train Dispatcher may then grant permission for the train to operate at maximum authorized speed.</p>	SSI	Item 33	

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05/03	5:52		ENGINEER	TWI	Staples	If a key train experiences an emergency brake application on multiple main track, makes an emergency announcement over the radio, and then notifies the dispatcher a visual inspection is needed of the entire train before proceeding, is the dispatcher required to keep all adjacent main tracks free of traffic?	No. The dispatcher will notify other trains that may be affected. Trains must pass the location specified at restricted speed and stop short of any portion of the stopped train fouling their track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.	GCOR HAZMAT	6.23 VII	Employee indicated he is a safety coordinator and is asking the question for another employee, who thinks the dispatcher rule should require all traffic on adjacent tracks to be stopped until the crew member inspecting the train informs the dispatcher that all is clear.
05/03	7:32		ENGINEER	TEX	Red Rock	When operating on an approach signal and moving 30 MPH, if I can see the next approach signal, can train speed increase above 30 MPH until the train passes the next approach signal and then decrease speed to 30 MPH?	No. The 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. In the scenario described, the next signal (approach) as well as the previous signal (approach) requires train to immediately reduce to 30 MPH. Speed is 40 MPH for Amtrak and Commuter trains.	GCOR	9.8	
05/03	13:13		ENGINEER	PWR	Black Hills	If MOW or Mechanical forces use a hand operated crossover switch out of correspondence to provide blue signal protection or inaccessible track protection, is the employee (MOW or Mechanical) required to place the crossover switches back in correspondence when protection is no longer required?	Yes. When protection is no longer required the crossover switches connected to a main track or siding must be left lined for other than crossover movement. Crossover switches not connected to a main track or siding must be left in a corresponding position. In signaled territory, crossover switches may be out of correspondence while performing maintenance, testing or inspection.	GCOR	8.12	

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05/03	13:13		ENGINEER	PWR	Black Hills	Do recent changes to GCOR 6.5 that prohibit the employee providing protection from engaging in any task unrelated to the movement, mean an engineer cannot talk on the radio to a yardmaster or other employees without stopping a shoving movement?	No.	GCOR	6.5	