

# Operating Rules Support Line

From: 03/14/2010 to 03/20/2010

Date	Time	Caller	Occupation	Div	Subdivision	Inquiry	Response	Book	Rule No.	Comments
03/15	23:24		ENGINEER	NWE	Columbia River	If we are picking up an engine enroute and adding it to the head end consist on a DP train, are we required to unlink and relink to the remote consist before running our brake pipe test?	Yes, unless the controlling DP unit is equipped with Brake Pipe Test on Demand feature. Enroute, if DP power train increases its total length or it's train consist is changed and/or rearranged, unlinking from the remote(s) and re-linking is required in order to run the DP test modes unless lead, controlling DP unit is equipped with "Brake Pipe Test on Demand" feature as described in Rule 105.4, Brake Pipe Test on demand.	ABTH	105.1	
03/16	9:55		ENGINEER	NEB	Ravenna	If my train is operating in TWC with joint work between authority with other trains, can my train enter the overlapping limits before obtaining permission from the other train(s) within those limits?	Yes. Unless a train receives authority joint with an employee there is no requirement to contact other trains because movements are made at restricted speed within the overlapping limits. When a train receives track and time, track warrant or track permit authority joint with an employee or OCS permission joint with an employee, the train must not occupy the overlapping limits until permission is received to enter the overlapping limits from the employees listed on the authority or on the OCS permission.	GCOR SSI	6.3 Item 14	
03/16	12:30		ENGINEER	CHI	Aurora	In CTC territory where the maximum authorized speed exceeds 20 MPH on the main track, can a locomotive be set out in a track at a hand-operated switch not equipped with an electric switch lock?	No. Where CTC is in effect, a train must not clear in any track at a hand-operated switch not equipped with an electric switch lock, except under one of the conditions identified in GCOR 10.2.	GCOR	10.2	

Date	Time	Caller	Occupation	Div	Subdivision	Inquiry	Response	Book	Rule No.	Comments
03/16	17:20		BRAKEMAN	NWE	Bellingham	My crew is called for a train and we are at the yard office with my conductor and engineer getting their paperwork together. Can I continue to text message while waiting for my crew to finish and then in the van when we transport to our train?	Employees on duty must not read magazines, newspapers, or other literature not related to their duties, however, use of electronic devices for other than voice communication is permitted while deadheading or being transported by means other than by freight train.	GCOR	1.10	1935-15
03/17	11:19		ENGINEER	CHI	Chillicothe	What is the definition of a crossover in a yard?	A combination of two switches that connect two adjacent tracks.	GCOR	GL	
03/17	11:19		ENGINEER	CHI	Chillicothe	In a yard, if a train is too long to fit in a track, can cars be left hanging out of a yard track onto a yard switching lead?	Equipment may be left on a yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead.	GCOR	7.1	
03/17	13:05		CONDUCTOR	CHI	Brookfield	Must the initial terminal air test documentation indicating the number of cars tested correspond with the total number of cars in the train at a location other than the initial terminal?	No, written record of class 1 inspection performed at the train's origin and any 1500 mile inspection location (at origin or en route) must be retained on the locomotive to the train's destination. Cars picked up, inspected and air tested en route by train crew do not require written documentation of the Class 1 inspections. The number of cars indicated on your Class 1 test record(s) may not correspond to the number of cars on your train due to pick ups and set outs en route.	ABTH	100.10	
03/17	17:53		ENGINEER	PWR	Sand Hills	Do the specific individuals who receive joint Track & Time have to be the ones who release the Track & Time to the train dispatcher?	No. Referred caller to MWOR 10.3. "An employee reporting clear of track and time must state: • Their name and the name of the employee the authority was issued to if different."	MWOR	10.3	

Date	Time	Caller	Occupation	Div	Subdivision	Inquiry	Response	Book	Rule No.	Comments
03/17	22:58		SWITCHMAN	TWI	Lakes	When performing switching operations, after making a positive identification, can I use a short identification of the engine number, for example 34 in place of BNSF 1234?	GCOR 2.2 Required Identification, allows for use of short identification after a positive identification has been made and all crew members have an understanding of the identification to be used. Best practice would be to use an identification that can not be confused with another job working within your area of operations.	GCOR	2.2	
03/18	11:39		CONDUCTOR	COL	Brush	Is it necessary for crew members to confirm the position of main track switch with each other before departing, as required by GCOR 8.3, if the required radio communication took place after the switch was operated in TWC non signaled territory?	Yes. Confirmation is required between all crew members regardless of the method of operation, before leaving the location. Radio communication between crew members after operating a main track switch in TWC non signal territory does not replace the requirement of GCOR 8.3.	GCOR	8.3	
03/18	13:13		ENGINEER	TEX	Red Rock	Can a Conductor remove a blue flag placed by an Utility employee?	No, Blue signals may be removed only by the craft or group who placed them.	GCOR	5.13	
03/18	13:29		CONDUCTOR	COL	Hereford	What is my speed when leaving block system limits on a red signal?	When operating on the main track, move at restricted speed for two miles or until the leading wheels pass the opposing distant signal.	GCOR	9.11	
03/18	13:35		CONDUCTOR	GUL	Lafayette	Where do you find the required verbiage when releasing a portion of track warrant authority limits?	SSI item 15 Reporting Clear/Releasing Track Warrants.	SSI	15	

Date	Time	Caller	Occupation	Div	Subdivision	Inquiry	Response	Book	Rule No.	Comments
03/18	18:00		ENGINEER	CHI	Chicago	My train has 12 locomotives on the head end. Do they all count when I calculate for tons per operative brake?	No. Referred caller to SSI 17 Item 2. "Locomotive and ETD Information Locomotives coupled together in multiple-unit configuration must be limited to 12 locomotives. When locomotive consist exceeds 8 locomotives, 200 tons per locomotive exceeding 8 will be included when calculating TOB."	SSI	17 #2	
03/18	22:28		ENGINEER	SWE	Clovis	We are pulling out of a yard into CTC. After the head end passes the signal a stop is made but the rear of the train remains in the yard. I need to shove the entire train back into the yard. Are we required to have permission from the ds for a reverse move?	Except within track and time limits, permission would not be needed unless the trailing end of the movement stopped between the outer opposing absolute signals of the control point or manual interlocking.	GCOR	6.4.2	
03/18	23:20		BRAKEMAN	CAL	Cajon	We are picking up SDWX empties from interchange and we have no documentation for speed restrictions. Do we need to comply with the 40 MPH restriction for these cars listed in the Special Instructions?	Yes, since you have no documentation to indicate there is no speed restriction on the cars. Recommend contacting Service Support for car information on interchange traffic.	SSI	17 #1	2245-18