



Crew Information Form / Train Brake Status (CA)

This form is for crew information and Train Brake Status as required by rule. It does not replace other required reporting procedures or forms.

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Train	Lead Locomotive	Date	TIBS/TE Remote - Emergency Brake Feature
# <u>242</u> <u>03</u>	# <u>8882</u>	<u>02/07/24</u> DD MM YY	EOT/Remote # <u>KCSM</u> tested by <u>ENG PAVUSTIS</u> at <u>2145</u> <u>4535</u> <u>SCOTFORD</u> time location (PLEASE PRINT)

1. Defects:

Locomotive Number	Dead-Fuel Conservation	Dead-Mech Reason	Isolated-Fuel Conservation	Isolated-Mech Reasons	Traction Motor Cut-Out	Not Making Transition	Not Loading	Drafty Cab	Skidded Wheels	Defective Sanders	Unit Drained	Reported to CLS/MS	
												Subdivision	Yes

Locomotive _____ was shut down account excessive crankcase pressure at _____
(Refer to GOI Sec. 1 - 16.0) date / time

If a defective locomotive is set off en route, please leave a copy of this form (Part 1) on that locomotive.

Dynamic Brake Status Chart (GOI Sec 1 - 38.0)

Locomotive Numbers	DB Tested	CUT-OUT	Inoperative (Defective)	Permanently Disabled	Cut-IN DB Factor	Remote Locomotive Numbers	DB Tested	CUT-OUT	Inoperative (Defective)	Permanently Disabled	Cut-IN DB Factor
TOTAL DB FACTOR =											
TOTAL DB FACTOR =											
TOTAL DB FACTOR =											
TOTAL DB FACTOR = <u>10</u>					TOTAL DB FACTOR = <u>10</u>						

DB Capacity Chart

Locomotive Type or Series	DB Factor
CP GP-type (4-axle)	4
All GP60	6
All SD30, SD40-2	6
All SD60	-8
All SD70ACU and SD90MAC	10
All AC4400 & ES44AC	10
Note that some non-CP locomotives may not be equipped with dynamic brakes.	

Dynamic Brake Operational Running Test Performed (GOI Section 1 Item 38.13) Location: SCOTFORD SUB

Other information important to subsequent crews.

(e.g., defective locomotive/car details, equipment speed restrictions, crew change pull-by inspection requirements, etc.)

Flow Sensor check Good / PTC c/o

NO FTO

7 less axel on HAD at mile 112.5

2. Hot Box Detector Info: (when no defect found) GOI Sec. 5 - 26.0 (e.g., 75 mile rule) or US - SSI Section 5

Car #	Axle #	Rail N-E-S-W	Alarm Type	Subdivision	Mile

3. Results of Inbound Train Inspection:

GOI Sec. 5 - 8.1 (Not applicable in U.S.)

Location	Inbound Inspection performed on which side(s)?				Number of hand brakes applied and location	Name (Please Print)
	North	East	South	West		
Red Door					2 HB Pass TR	B Frater

4. Emergency Brake Application Inspection Report:

GOI Sec. 5 - 15.0 or US - SSI Section 3

Subdivision	Mile	Results of Inspection

5. Train Brake Status: (GOI Sec. 3 - 17.0) Automated (Train) Brake Effectiveness

This train may be operating under provision of Transport Canada exemption for ATBE/ABE. For trains in ABE service, record both the number of No. 1 exempt and non-exempt cars at the designated inspection location of the train.

ATBE Service / ABE Service - number of cars exempt from No. 1 Brake Test _____ / Not applicable

No. 1 / No. 1A brake test performed at SCOTTSBORO/Hampton by Morgan (conductor) + Boehm

at 21:00/0100 / 04/02/24 Number of cars tested 97/16 All "OK" or "cut-out" as listed below

Date	Conductor	Station Name	Car Total	Equipment lifted en route "Brake Test Results" or "N/A"	Rear Car Pressure*
03/07	Gaymes	Hampton Park	61	ALL OK	Remote
3/7	Frater	Hampton	97	Lift 16 All OK	(R)
3/7	Frater	Red Door	75	SLO 2 N/A	(B)
03/07	BRAZ	RED DEER	88	LIFT 13 CARS, NO. 1 A @ 11:00, All OK, 100%	
03/07	BRAZ	ALYTH	88	N/A	N/A
03/07	Wilton	Medicine Hat	92	All OK	
04/07	Paul	St. Albans	122	Lift 34 No 1A All OK	N/A

*Highest attainable rear car pressure (N/A on Tail End Remote Trains)

Equipment Cut-Out or Reported Non-Operative or B/O:

Car # & Status c/o or n/o	Location	Car # & Status c/o or n/o	Location	Car # & Status c/o or n/o	Location



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Train	Lead Locomotive	Date	TIBS/TE Remote - Emergency Brake Feature
# <u>747</u> -03	# <u>8882</u>	<u>02/07/24</u> DD MM YY	EOT/Remote # <u>KCSM 4535</u> tested by <u>ENG PAQUETTE</u> (PLEASE PRINT) at <u>2145</u> <u>SCOTTFORD</u> time location

1. Defects:

Locomotive Number	Dead-Fuel Conservation	Dead-Mech Reason	Isolated-Fuel Conservation	Isolated-Mech Reasons	Traction Motor Cut-Out	Not Making Transition	Not Loading	Drafty Cab	Skidded Wheels	Defective Sanders	Unit Drained	Reported to CLS/MS	
												Subdivision	Yes

Locomotive _____ was shut down account excessive crankcase pressure at _____
(Refer to GOI Sec. 1 - 16.0) date / time

If a defective locomotive is set off en route, please leave a copy of this form (Part 1) on that locomotive.

Dynamic Brake Status Chart (GOI Sec 1 - 38.0)

Locomotive Numbers	DB Tested	CUT-OUT	Inoperative (Defective)	Permanently Disabled	Cut-IN DB Factor	Remote Locomotive Numbers	DB Tested	CUT-OUT	Inoperative (Defective)	Permanently Disabled	Cut-IN DB Factor
<u>8882</u>	<input checked="" type="checkbox"/>				<u>10</u>						
					TOTAL DB FACTOR =						
					TOTAL DB FACTOR =						
					<u>KCSM 4535</u>						<u>10</u>
					TOTAL DB FACTOR = <u>10</u>						
					TOTAL DB FACTOR =						

DB Capacity Chart

Locomotive Type or Series	DB Factor
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All SD60	8
All SD70ACU and SD90MAC	10
All AC4400 & ES44AC	10
Note that some non-CP locomotives may not be equipped with dynamic brakes.	

Dynamic Brake Operational Running Test Performed (GOI Section 1 Item 38.13) Location: _____

Other information important to subsequent crews.
(e.g., defective locomotive/car details, equipment speed restrictions, crew change pull-by inspection requirements, etc.)
FTO BIO REPORTED TO MJ SHOPS

2. Hot Box Detector Info: (when no defect found) GOI Sec. 5 - 26.0 (e.g., 75 mile rule) or US - SSI Section 5

Car #	Axle #	Rail N-E-S-W	Alarm Type	Subdivision	Mile

3. Results of Inbound Train Inspection:

GOI Sec. 5 - 8.1 (Not applicable in U.S.)

Location	Inbound Inspection performed on which side(s)?				Number of hand brakes applied and location	Name (Please Print)
	North	East	South	West		

4. Emergency Brake Application Inspection Report:

GOI Sec. 5 - 15.0 or US - SSI Section 3

Subdivision	Mile	Results of Inspection

5. Train Brake Status: (GOI Sec. 3 - 17.0) Automated (Train) Brake Effectiveness

This train may be operating under provision of Transport Canada exemption for ATBE/ABE. For trains in ABE service, record both the number of No. 1 exempt and non-exempt cars at the designated inspection location of the train.

ATBE Service / ABE Service – number of cars exempt from No. 1 Brake Test _____ / Not applicable

No. 1 / No. 1A brake test performed at MOOSE JAW by GARDNER
Check the box that applies: location (Canadian) conductor

at 1033 JULY 4/24 Number of cars tested 22 All "OK" or "cut-out" as listed below
time date

Date	Conductor	Station Name	Car Total	Equipment lifted en route "Brake Test Results" or "N/A"	Rear Car Pressure*
7/4	PAUL	So CORRENT	122	ALL OK	N/A
7/4	INGERSOLL	MON PORTAL	122	ALL OK	N/A
7/4	Dredd	Minot	122	All OK	↓
7/4	Mertz	Harvey	158	PIU 22 29	—

*Highest attainable rear car pressure (N/A on Tail End Remote Trains)

Equipment Cut-Out or Reported Non-Operative or B/O:

Car # & Status c/o or n/o	Location	Car # & Status c/o or n/o	Location	Car # & Status c/o or n/o	Location