



**BROTHERHOOD OF LOCOMOTIVE ENGINEERS & TRAINMEN
INTERNATIONAL BROTHERHOOD OF TEAMSTERS**

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Division 174 Members,

I have recently had several Division Members contact me regarding issues with Locomotive Calendar Day Inspections (Daily Inspection). This often does not get covered well in training and can be confusing. Below I have provided the text of the rules and regulations that apply (See next Page for ABTH 202 and 505 along with 49 CFR 229.21). These should be interpreted as follows: If you are using a locomotive that hasn't had its Daily Inspection on the day you are using it, **YOU** need to perform the inspection.

This may not always be practical, for example you may get on a train with only enough time to reach destination, but usually we all have time to complete these inspections as the rule and regulation state.

Each of us is required to complete these inspections, complete the entry on Form CN F604 (Yellow Inspection Card), CN F538D (Locomotive Engineer Report) checking the Daily Inspection Box in that process to properly complete that form and be sure a copy gets faxed to the closest LRC, and if Non-Complying Defects are found also complete the Form CN F1488 Non-Complying Tag and affix it to the Isolation Switch. **Even if the Locomotive is Bad Order, you still complete these steps, including completing the Daily Inspection.** This is the purpose of the inspection process, to note these defects. The Carrier also requires us, by rule, to report defects to the MSREP (Diesel Doctor). Every attempt should be made to make this notification. If they do not answer the radio attempt to contact them via phone at the earliest opportunity you have access to a phone, if necessary leave a voicemail.

When completing these forms, make them legible and properly describe any defects. These records can be requested for many reasons and if a court requests them I doubt any of us would want to explain why "Grab Iron B/O" is all that is noted.

If you encounter a Non-Complying tag affixed to a Locomotive with defects, ask a Trainmaster or RTC how to proceed, it is not our place to make these decisions that could not only affect our safety, but that of the next crew.

One of the statements I have frequently heard is, "It's not going to expire until after I'm done for the day, so I don't have to do it" and that is actually not correct. I hope this letter clears up some of the misconceptions that are out there. I am also attaching a copy of a Locomotive Inspection Form that has been prepared by the BLET Education and Training Department that is still current and provides what is required when performing these Inspections. If there are any questions, please feel free to contact me and I will be glad to provide further explanation.

Stay Safe,

Eric

BLET Division 174 represents Locomotive Engineers at Stevens Point WI and outlying terminals and is part of the Wisconsin Central General Committee of Adjustment.

www.blet174.org

Airbrake and Train Handling Rules:

202. Daily Locomotive Inspections.

Every locomotive in service must be inspected each calendar day between 0001 and 2359 hours. When first taking charge of a locomotive, if found to be out of date, it must be inspected before using.

- On run through locomotive consists, the Daily Inspection form on the controlling locomotive may be used to determine the inspection date for all of the locomotives in the consist. However, when train or job is stopped or delayed, the other units in the consist are to be checked.
- If a locomotive is due inspection in the calendar day an engineer operates the locomotive, the engineer will do the Daily Inspection before going off duty or before the Daily Inspection is overdue (2359 hours), whichever occurs first.

When a Daily Locomotive Inspection is required, write the location, time, date, and signature of inspector on Form CN F604. On foreign locomotives, the inspection form of the foreign road may be used in lieu of CN Record of Last Inspection.

A Locomotive Engineer Report (CN F538D) must also be filled out for each locomotive inspected and left on locomotive for which the form was completed and a copy of the CN F538D must be faxed to the closest LRC from your tie up location prior to going off duty.

505. Moving and Tagging Defective Equipment

Notify the RTC immediately for all on-line instances of bad order cars. Defective equipment may be moved from the location where the defect was first discovered to the nearest location where necessary repairs can be performed. It cannot be moved from a location where the train is required to receive a Class I brake test. Before moving the equipment, place a tag on both sides of freight cars, attached to the brake cylinder release valve (bleed rod). For defective locomotives, place a tagor card in the cab of the locomotive. The tag or card must contain the following information:

1. Initials and number of the car or locomotive
2. Name of the inspecting railroad (CN).
3. Name and job title of the person finding the defect.
4. The inspection location and date.
5. The type of defect.
6. Description of any movement restrictions.
7. Destination where the equipment will be repaired, and
8. The signature of the person reporting the defective condition.

The tag or card must remain on the defective equipment until the necessary repairs have been made. When it is removed, the date, location, reason for its removal, and signature of the person who removed it, must be placed on the tag.

Except for cars or locomotives with the brakes cut out enroute, a qualified person must determine that it is safe to move the car or locomotive and the maximum safe speed and any other restrictions necessary.

49 CFR 229.21 Daily Inspection.

(a) Except for MU locomotives, each locomotive in use shall be inspected at least once during each calendar day. A written report of the inspection shall be made. This report shall contain the name of the carrier; the initials and number of the locomotive; the place, date and time of the inspection; a description of the non-complying conditions disclosed by the inspection; and the signature of the employee making the inspection. Except as provided in §§229.9, 229.137, and 229.139, any conditions that constitute non-compliance with any requirement of this part shall be repaired before the locomotive is used. Except with respect to conditions that do not comply with §229.137 or §229.139, a notation shall be made on the report indicating the nature of the repairs that have been made. Repairs made for conditions that do not comply with §229.137 or §229.139 may be noted on the report, or in electronic form. The person making the repairs shall sign the report. The report shall be filed and retained for at least 92 days in the office of the carrier at the terminal at which the locomotive is cared for. A record shall be maintained on each locomotive showing the place, date and time of the previous inspection.

(b) Each MU locomotive in use shall be inspected at least once during each calendar day and a written report of the inspection shall be made. This report may be part of a single master report covering an entire group of MU's. If any non-complying conditions are found, a separate, individual report shall be made containing the name of the carrier; the initials and number of the locomotive; the place, date, and time of the inspection; the non-complying conditions found; and the signature of the inspector. Except as provided in §§229.9, 229.137, and 229.139, any conditions that constitute non-compliance with any requirement of this part shall be repaired before the locomotive is used. Except with respect to conditions that do not comply with §229.137 or §229.139, a notation shall be made on the report indicating the nature of the repairs that have been made. Repairs made for conditions that do not comply with §229.137 or §229.139 may be noted on the report, or in electronic form. A notation shall be made on the report indicating the nature of the repairs that have been made. The person making the repairs shall sign the report. The report shall be filed in the office of the carrier at the place where the inspection is made or at one central location and retained for at least 92 days.

Name (Print) _____ Signature _____ Date: _____

Locomotive No. _____ Location _____ Time: _____

Top/Cab Inspection		Yes	No	Ground/Bottom Inspection		Yes	No
1. §229.23	Periodic Inspection Examine Form F6180.49A (Blue Card) to ensure all inspections & tests prescribed by Part 229 are current.	<input type="checkbox"/>	<input type="checkbox"/>	13. §229.123	Pilots, Snowplows, Endplates The end in the direction of travel of each lead locomotive must have a pilot plate or snow plow properly secured and be not less than 3 inches nor more than 6 inches from rail.	<input type="checkbox"/>	<input type="checkbox"/>
2. §229.119	Cabs, Floors, Passageways Determine that cab floors and passageways are free of impediments that might cause a tripping/slipping hazard. Cab seats must be properly secured to prevent personal injury.	<input type="checkbox"/>	<input type="checkbox"/>	14. §229.61	Draft System Couplers and uncoupling levers must function properly. Visually inspect the exposed components or the draft system for defects.	<input type="checkbox"/>	<input type="checkbox"/>
3. §229.129	Audible Warning Device Operate the horn on the leading locomotive to determine that it functions. When equipped, operate the bell.	<input type="checkbox"/>	<input type="checkbox"/>	15. §229.89	Jumper Cables Jumper cables may not be broken, chafed, or left hanging with one end free. Jumper receptacles may not have broken terminals or retainer caps.	<input type="checkbox"/>	<input type="checkbox"/>
4. §229.127	Cab Lights Cab overhead and instrument lights shall be operative and provide sufficient illumination. Passageways used by the crew shall also be illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	16. §229.131	Sanders Sanders must operate on each locomotive in front of the first powered wheel set in the direction of travel and must be aligned to deposit sand on the rail.	<input type="checkbox"/>	<input type="checkbox"/>
5. §229.117	Speed Indicators Inspect the speed indicator on the controlling locomotive to determine that it is not damaged. Tests shall be made to determine accuracy after departure.	<input type="checkbox"/>	<input type="checkbox"/>	17. §229.125/133	Headlights, Aux. Lights Headlights and dimmer switch must be operative for the lead end of road locomotives & both ends of locomotive in switching service. Aux. lights may not be used in lieu of headlight.	<input type="checkbox"/>	<input type="checkbox"/>
6. §229.46/47/49/53/59	Brake Systems Locomotive brakes shall be known that they operate as intended. Test procedures should include the testing of automatic and independent brake valves. Drain water and oil from the main reservoir.	<input type="checkbox"/>	<input type="checkbox"/>	18. §229.55	Piston Travel Piston travel must not exceed 1-1/2 inches less than the maximum total travel. Total possible travel can be acquired from the Blue Card (F6180.49A). Released brakes shall provide brake shoe clearance.	<input type="checkbox"/>	<input type="checkbox"/>
7. §229.13	Control of Locomotive Whenever two or more locomotives are coupled in remote or multiple control, all systems shall respond to control from the cab of the controlling locomotive (i.e., propulsion sanders, air brakes, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	19. §229.57	Foundation Brake Gear Inspect brake rigging to ensure that all parts are secured. Brake shoes must align correctly with the wheel and not be overlapped and/or coved.	<input type="checkbox"/>	<input type="checkbox"/>
8. §229.135	Event Recorders Examine event recorder if accessible to crew members for evidence of tampering.	<input type="checkbox"/>	<input type="checkbox"/>	20. §229.75	Wheels Inspect wheel for the following conditions: • Flat spot(s) • High flange • Shelled spot(s) • Thin flange • Thin rim • Gouge or clip in flange • Cracks or breaks in flange, rim, plate, or hub.	<input type="checkbox"/>	<input type="checkbox"/>
9. §229.41	Protection - Personal injury Exposed moving or mechanical parts, relays, switches, and high voltage equipment (inside cab & engine room compartment) shall not present undue safety hazards to crew members.	<input type="checkbox"/>	<input type="checkbox"/>	21. §229.67/69/71	Trucks Trucks may not be cracked or broken. Conduct walk-around inspection of exposed truck components for cracked, broken, or hazardous conditions. Inspect the underside from outside gauge of rail for defective components. No part except wheel and non-metallic sand hoses may be less than 2-1/2 inches from rail	<input type="checkbox"/>	<input type="checkbox"/>
10. §229.43	Exhaust & Battery Gases Inspect for signs of diesel exhaust, battery gases, or other noxious fumes are vented to the outside and not in the cab of the controlling locomotive.	<input type="checkbox"/>	<input type="checkbox"/>	22. §229.65	Spring Riggings Truck springs and rigging must not be broken and be in proper position; and spring safety hangers to be in correct position. Shock absorbers may not be broken or leaking clearly formed droplets of oil or fluid.	<input type="checkbox"/>	<input type="checkbox"/>
11. §229.101	Engines Temperature and pressure alarms shall be observed to determine that the engine functions properly. A shut down engine shall be tagged with a warning notice.	<input type="checkbox"/>	<input type="checkbox"/>	23. §229.91	Motors & Generators No traction motor may be cut out. All traction motor cables and cable connections should be damage free, and free from accumulation of oil that may be a hazard.	<input type="checkbox"/>	<input type="checkbox"/>
12. §229.45	General Condition Inspect to determine that no defects exist that would endanger the safety of the crew, such as insecure or improper function of components, safety appliances, structural defects, etc.	<input type="checkbox"/>	<input type="checkbox"/>	24. §229.64	Plain Bearing Inspect plain bearing boxes for cracks or damage that might cause loss or contamination of lubricant.	<input type="checkbox"/>	<input type="checkbox"/>