

# Canadian Pacific

## TGBO VERIFICATION – RULE 157(C)

We have been experiencing violations surrounding TGBO. The majority of these incidents involve a crew being in possession of a TGBO for another movement, other incidents involved operating outside the limits in which the TGBO is applicable.

These type of failures are not new, to reduce these type of incidents System Special Instructions (SSI) were added to Rule 157 in the 2008 CROR. The following has been developed in order to assist in understanding the reason for these requirements and the actions needed to comply.

### Rule 157 (c), (d) and related SSI

(c) **TGBO Verification:** All crew members must ensure that their movement is properly designated on their TGBO, it contains the correct number of pages and that the limits cover the specific routing. If an incorrectly designated TGBO is received or there is no TGBO for that movement the RTC must be contacted immediately.

*All crew members must be in possession of the TGBO, confirm and initial the limits and designation. When received by FAX or e-mail, the TGBO must be acknowledged by a crew member to the RTC.*

*NOTE: The engine number contained on a TGBO does not form part of the designation. Crews must notify the RTC if the number of the leading locomotive is different than this engine number. If no engine number is contained on a TGBO, crews must inform the RTC of the leading locomotive number.*

(d) When designated using the movement identification number, the train journal, list or other acceptable document may be used for verification. If the designation on the TGBO is incorrect, a change of designation must be issued by the RTC. If the designation of the train journal, list or other acceptable document is incorrect while the TGBO designation is correct, the designation on the train journal, list or other acceptable document may be changed when authorized by the RTC, a company officer or other employee who has access to the correct information.

**Situation:** A crew consisting of Conductor and Locomotive Engineer has been called for train 357-612 from Field to Revelstoke. The required documentation has been received from the FIT, the TGBO address and limits are as follows:

<b>Canadian Pacific</b>	JULY 29 2010
<b>Train Specific TGBO</b>	
TGBO No <u>6103-8479</u>	1
To 357-612 ENGINE 8604	2
	3
<b><u>New Lead Unit</u></b>	4
Complete _____ Acknowledged By _____	5
(Unit No) (time) (RTC initials) (Occupation) (Name)	
Complete _____ Acknowledged By _____	6
(Unit No) (time) (RTC initials) (Occupation) (Name)	
Complete _____ Acknowledged By _____	7
(Unit No) (time) (RTC initials) (Occupation) (Name)	
Complete _____ Acknowledged By _____	8
(Unit No) (time) (RTC initials) (Occupation) (Name)	
Complete _____ Acknowledged By _____	9
(Unit No) (time) (RTC initials) (Occupation) (Name)	
	10
<b>MOUNTAIN SUB TGBO LIMITS</b>	
<b>LAGGAN SUB BETWEEN MILE 134 AND SNS FIELD</b>	11
<b>MOUNTAIN SUB BETWEEN SNS FIELD AND SNS REVELSTOKE</b>	12
<b>SHUSWAP SUB BETWEEN SNS REVELSTOKE AND SNS TAFT</b>	13

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As required by Rule 157(d), the crew compares the designation shown on the TGBO against that contained on the train consist. The train consist indicates that the train ID is 357-612 however the lead unit shown, and visually verified correct, is the 5834.

**Question:** May the crew operate on this TGBO without any further action?

**Answer:** No

**Interpretation:** As indicated in the SSI to Rule 157(c), all crew members must first confirm and initial both the designation and limits contained on the TGBO. It must also be noted, as per the SSI to Rules 134(a) and 157(c), that only the train symbol forms the designation. The fact that the engine number shown on the TGBO is not correct does not make the designation incorrect. The SSI to Rule 157(c) requires the crew to advise the RTC that the lead engine is different than shown on the train consist, this is to ensure that any authorities referencing the movement indicate the proper lead unit.

In this circumstance, the train symbol contained on the TGBO matches that shown on the train consist and the limits are sufficient for the territory that the movement will be operating. All crew members must first initial both the limits and designation on the TGBO.

**Summary:** In order to be aware of all GBO that affect the movement, it is imperative that all crew members have a properly designated TGBO which includes the limits in which they will operate. The SSI to Rule 157(c) requires that the designation and limits be initialled once confirmed correct. In addition, the SSI requires the crew to advise the RTC if the lead unit is different than indicated on the train specific TGBO. Having an incorrectly designated TGBO can result in a situation whereby a train specific GBO is unknown. Although Rule 44 protects the majority of situations, crews are reminded that operating outside the limits of a TGBO could result in a situation such as being unaware of a Rule 43 without signals placed.