

CONDUCTOR'S REPORT OF HOT BOXES ON ALL CARS; ALSO REPAIRS AND MATERIAL APPLIED TO FOREIGN CARS BY TRAIN CREWS AND OTHERS

ALL CARS RUNNING HOT IN TRAINS AND ALL CARS SET OUT ACCOUNT OF RUNNING HOT SHALL BE REPORTED ON THIS FORM AND SIGNED BY CONDUCTOR.

DIVISION	DATE	19	TRAIN	CONTENTS	DELAY	DIRECTION OF TRAIN
CAR PUT IN TRAIN AT	ORIGINATING POINT		DESTINATION			DIRECTION OF SHIPMENT

WAS CAR SET OUT SHORT OF DESTINATION ACCOUNT UNABLE TO REPAIR HOT BOX OR IN NEED OF OTHER REPAIRS?	REASON FOR SET OUT	WHERE SET OUT
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WHAT DONE TO PROTECT CAR WHEN SET OUT
 IF DELAYED ACCOUNT MORE THAN ONE CAR USE SEPARATE FORM FOR EACH CAR CAUSING DELAY-SHOW IDLER CAR NUMBERS AND INITIAL ALONG WITH CAR RUNNING HOT ON MULTIPLE LOADS.

PLACE REPAIRED AT OR NEAR	CAR			"A" OR "B" END	BOX NUMBER	REPAIRS MADE AND NUMBER OF PARTS USED				
	INITIAL	NUMBER	KIND			NUMBER OF PARTS	NEW OR 2ND HAND	ITEMS	REASON FOR REPAIRS	

WORK PERFORMED		
COOLED	REPACKED	BRASSED

STATE APPARENT CAUSE OF HOT BOX WITH ANY OTHER PARTICULARS NOT COVERED BY REPORT

CONDUCTOR.

NOTE:—THIS REPORT TO COVER THE APPLICATION OF COUPLER KNUCKLES, PINS AND LOCKS, CLEVISSES, AIRBRAKE HOSE, GASKETS, ANGLE COCKS, NIPPLES, BRAKE SHOES AND KEYS; ALSO BOLTS OR ANY WORK PERFORMED OR MATERIAL APPLIED TO FOREIGN LINE OR INDIVIDUAL FREIGHT CARS IN TRANSIT.

"B" END OF CAR WILL BE THE END UPON WHICH THE BRAKE SHAFT IS LOCATED. THE OTHER END WILL BE THE "A" END. CAR WITH TWO BRAKE SHAFTS WILL BE STENCILLED "A" AND "B" ENDS BY CAR OWNER.

FACING "B" END OF CAR, IN THEIR ORDER ON THE RIGHT SIDE OF CAR, WHEELS, JOURNAL BOXES AND CONTAINED PARTS, SHALL BE KNOWN AS R1, R2, R3 AND R4, AND SIMILARLY THOSE ON THE LEFT SIDE OF CAR SHALL BE KNOWN AS L1, L2, L3 AND L4. THE SAME ORDER OF NUMBERS SHALL BE USED FOR DESIGNATING THE LOCATION OF BRAKE BEAMS.

THIS REPORT MUST BE FILLED OUT WHEN ANY REPAIRS ARE MADE TO SUCH CARS BY TRAIN CREWS AND OTHERS AND IN ANY CASE WHERE THEY ARE SET OUT SHORT OF DESTINATION AND BE FORWARDED TO TRAINMASTER (SUPERINTENDENT)

REPAIR CARD, FORM 700, MUST BE PROPERLY FILLED IN AND ATTACHED FOR REPAIRS MADE ON A FOREIGN LINE CAR.