

Tuesday, March 27, 2007

C-10477

Circular Letter

**Subject: Revision to AAR Open Top Loading Rules, Section No. 1 General Rule 2;  
Brake Wheel Clearances**

**To: MEMBERS AND PRIVATE CAR OWNERS**

**File Number: LR - 1.1.10**

In an effort to better clearly define safety appliance clearance requirements, the Open Top Loading Rules Committee has made the following revisions to Section 1 General Rule 2 of the AAR *Open Top Loading Rules Manual*.

### **Current Rule 2**

#### **2. BRAKE WHEEL CLEARANCE**

**2.1** The brake wheel clearance must not be less than requirements shown in Fig. 2.1 and should be increased as much as is practical and consistent with proper location of load.

**2.2** When the loading and hauling of long commodities require more than one car, an operating hand brake must be maintained on at least one of the combined cars. All remaining hand brakes may be temporarily disabled until the cars are made empty and no longer combined for the purpose of such shipment. When the combined cars are separated, all disabled hand brakes must be restored to operation. (See the 49 *Code of Federal Regulations*, Part 231, Railroad Safety Appliance Standards.)

### **Revised Rule 2**

#### **2. BRAKE WHEEL and OTHER SAFETY APPLIANCE CLEARANCES**

**2.1** The brake wheel clearance must not be less than requirements shown in Fig. 2.1 and should be increased as much as is practical and consistent with proper location of load.

**2.2** When the loading and hauling of long commodities require more than one car, an operating hand brake must be maintained on at least one of the combined cars. All remaining hand brakes may be temporarily disabled until the cars are made empty and no longer combined for the purpose of such shipment. When the combined cars are separated, all disabled hand brakes must be restored to operation. (See the 49 *Code of Federal Regulations*, Part 231, Railroad Safety Appliance Standards.)

**2.3** Handholds and other safety appliances must be accessible and must have a minimum of 2 inches clearance as cited in 49 CFR Part 231.

The above underlined revisions are effective with the date of this circular letter. These changes will be included in the next edition of new and revised pages for the OTLR Manual. Carriers are asked to ensure that copies of this circular letter are distributed to all concerned shippers and railroad personnel for their attention and guidance.

**Sincerely,**  
**Thomas J. Stahura**  
**Executive Director, Rules and Standards**

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#### **Safety and Operations**

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