



**Association of American Railroads**  
**Safety and Operations • Business Services**  
**425 Third Street, SW • Washington, D.C. 20024**

## CIRCULAR No. OT-2-C

IN EFFECT AS OF NOVEMBER 1, 2012

### RECOMMENDED OPERATING PRACTICES FOR "SCHNABEL" AND OTHER SPECIAL CARS EQUIPPED WITH SPAN BOLSTERS

TO THE MEMBERS:

There are several high capacity cars in existence which require special handling. The major factors which are considered by the AAR Mechanical Division, **any one of which would designate a car for inclusion in this category**, are listed below:

1. Car owner's request for special handling.
2. Car is equipped with a reduced pivot arrangement.
3. Car is equipped with lateral and vertical jacking arrangements, which move the main car frame.
4. Engineering analysis indicates car to be unstable in regular service, either loaded or empty.
5. Car is unstable in regular service either loaded or empty, as determined by actual observation or derailment experience.
6. Car has 16 axles and moving loaded.
7. Car has more than 16 axles.

In order to ensure the safe movement of these cars, the following operating practices are recommended:

#### SECTION I RECOMMENDED OPERATING PRACTICES

1. Advance authority for movement should be obtained from Clearance Officers named in the Railway Line Clearances publication.
2. Advance notice should be furnished by the originating carrier, to all other carriers concerned, including switch lines, in connection with the movement of the car, either loaded or empty. Originating carrier should advise all other carriers concerned of the value of the car and lading, separately (i.e.: the car's total value when loaded, and the value of the car when empty).
3. Advance handling instructions should be issued to all operating personnel involved in the handling of these cars, either empty or loaded.
4. When loaded, the car should be as close to the locomotive as permissible, considering rail and bridge loading factors. It should be accompanied by an operating officer and handled only in a special freight train not exceeding 10 cars, at a maximum speed of 25 miles per hour, and should not be subject to pusher service or moved over humps or flat switched with motive power detached (except as noted on [Exhibit A](#)).
5. Handling roads must be certain that the train has proper braking capacity to handle the load, particularly in view of the unusual weight and relatively short trains that will be handling this traffic. Each load must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals.
6. When car is empty, and before forwarding, the originating carrier must be certain that it is properly locked together and secured. Other carriers concerned should pay particular attention to insure that the equipment remains in this condition while en route over their lines. When empty, the car may be moved in a local freight train not to exceed 100 cars in length at the rear of the train, at a maximum speed of 40 miles per hour, except cars with restricted speeds indicated in [Exhibit A](#). Such cars must not be placed in a train requiring pusher service and cannot be humped or flat switched with motor power detached. Car may be moved over hump under locomotive control.

A list of the equipment to which these recommended operating practices currently apply is shown in the attached [Exhibit A](#).

**SECTION II**  
**SPECIAL OPERATING INSTRUCTIONS FOR 36-AXLE SCHNABEL CARS**

1. Car must be moved only in special trains, both empty and loaded.
2. Maximum operating speed loaded is 15 m.p.h. and 25 m.p.h. when empty.
3. Personnel trained in operation of car systems must travel with car during all movement.
4. Car, both empty and loaded, should not be subjected to pusher service, moved over humps, or flat switched with motive power detached.
5. Special train consist should not exceed ten cars.
6. Survey of track conditions, clearance obstructions, and car operation requirements should be conducted in advance of authorization for movement.
7. Advance handling instructions should be issued to all operating personnel involved in handling this car, either empty or loaded.
8. Advance notice should be furnished by the originating carrier to all other carriers concerned, including switch lines, in connection with the movements of the car, either loaded or empty. Originating carrier should advise all other carriers concerned of the value of the car and lading separately (i.e., the car's total value when loaded, and the value of the car when empty).

Supersedes Circular No. OT-2-B dated May 1, 1992.

By direction of,  
**Jeffrey J. Usher**  
Asst. Vice President-Business Services

**CIRCULAR NO. OT-2-C**

**Exhibit A (Revised June 1, 2019): Recommended Operating Practices for "Schnabel" and Other Special Cars Equipped with Span Bolsters**

| Equipment ID  | Equipment Type Code | Mechanical Designation | Outside Length | Truck Count | Axle Count | Gross Rail Load (GRL) | Restricted Speed Empty | Restricted Speed Loaded | Notes   | Owner                                      |         |
|---------------|---------------------|------------------------|----------------|-------------|------------|-----------------------|------------------------|-------------------------|---------|--|---------|
| BBCX001000    | L090                | LS                     | 115' 6"        | 8           | 20         | 1,424,000             | 45                     | 25                      |         | Emmert Leasing LLC                         |         |
| CCRX040010    | L090                | LS                     | 109' 6"        | 8           | 20         | 1,464,000             | 50                     | 25                      |         | Contractors Cargo Co                       |         |
| GEGX021154    | F431                | FD                     | 153' 10"       | 8           | 16         | 1,258,000             | 40                     | 40                      |         | General Electric Company - Gas Turbines    |         |
| GEGX021155    | F431                | FD                     | 147' 10"       | 8           | 16         | 1,260,000             | 40                     | 40                      |         |  |         |
| GEX080000     | F431                | FD                     | 136' 0"        | 6           | 16         | 1,091,500             | 40                     | 40                      |         | General Electric Company                   |         |
| GEX080002     | F431                | FD                     | 141' 0"        | 8           | 16         | 1,117,000             | 40                     | 40                      |         |  |         |
| GEX080003     | F431                | FD                     | 154' 6"        | 8           | 20         | 1,488,600             |                        |                         |         |  |         |
| HEPX000200    | L090                | LS                     | 123' 3"        | 8           | 20         | 1,466,000             |                        |                         |         | Hydro-Electric Power Commission of Ontario |         |
| HLIX0002018   | L090                | LS                     | 123' 0"        | 10          | 20         | 1,430,000             | 45                     | 25                      |         | HLI RAIL AND RIGGING, LLC                  |         |
| KRL003600     | L090                | LS                     | 231' 8"        | 10          | 36         | 2,520,060             | 25                     | 15                      | 1,2,3,4 | Kasgro Rail Lines                          |         |
| KRL003601     | L090                | LS                     | 231' 8"        | 10          | 36         | 2,035,800             | 25                     | 15                      |         |  |         |
| KRL163200     | F431                | FD                     | 142' 2"        | 6           | 16         | 1,260,000             | 45                     | 45                      |         |  |         |
| KRL163201     | F431                | FD                     | 142' 2"        | 8           | 16         | 1,260,000             | 45                     | 45                      |         |  |         |
| KRL164000     | F431                | FD                     | 149' 6"        | 8           | 16         | 1,144,000             | 45                     | 45                      |         |  |         |
| KRL164001     | F436                | FD                     | 148' 10"       | 8           | 16         | 1,144,000             | 45                     | 45                      |         |  |         |
| KRL164002     | F436                | FD                     | 148' 10"       | 8           | 16         | 1,144,000             | 45                     | 45                      |         |  |         |
| KRL164003     | F436                | FD                     | 148' 10"       | 8           | 16         | 1,140,000             | 45                     | 45                      |         |  |         |
| KRL164004     | F436                | FD                     | 148' 10"       | 8           | 16         | 1,140,000             | 45                     | 45                      |         |  |         |
| KRL 16800     | F431                | FD                     | 144' 10"       | 8           | 16         | 1,144,000             | 45                     | 45                      |         |  |         |
| KRL 16801     | F431                | FD                     | 144' 10"       | 8           | 16         | 1,144,000             | 45                     | 45                      |         |  |         |
| KRL204000     | F431                | FD                     | 165' 0"        | 10          | 20         | 1,430,000             | 45                     | 25                      |         |  | 2,3,4,5 |
| KRL204001     | F431                | FD                     | 165' 0"        | 10          | 20         | 1,430,000             | 45                     | 25                      |         |  |         |
| KRL204002     | F431                | FD                     | 165' 0"        | 10          | 20         | 1,430,000             | 45                     | 25                      |         |  |         |
| KRL204040     | F431                | FD                     | 165' 0"        | 10          | 20         | 1,430,000             | 45                     | 25                      |         |  |         |
| KWUX000010    | F431                | FD                     | 145' 4"        | 4           | 16         | 1,231,100             | 50                     | 25                      |         | Siemens Energy Inc                         |         |
| KWUX000101    | L090                | LS                     | 162' 10"       | 8           | 20         | 1,575,000             | 45                     | 25                      |         |  |         |
| KWUX000102    | L090                | LS                     | 135' 8"        | 8           | 22         | 1,732,500             | 45                     | 25                      |         |  |         |
| KWUX000200    | F431                | FD                     | 165' 0"        | 10          | 20         | 1,430,000             | 50                     | 25                      |         |  |         |
| KWUX000301    | L090                | LS                     | 135' 8"        | 8           | 22         | 1,783,250             | 45                     | 25                      |         |  |         |
| MAMX001001    | F431                | FD                     | 146' 2"        | 8           | 18         | 1,183,500             | 40                     | 25                      |         | Mammoet USA Inc                            |         |
| PTDX000202    | L090                | LS                     | 122' 2"        | 8           | 20         | 1,574,600             |                        |                         |         | ABB Power T & D Company                    |         |
| RRTX000000101 | L090                | LS                     | 162' 10"       | 8           | 20         | 1,575,000             | 45                     | 25                      |         | RAILROAD TECHNOLOGY CORPORATION            |         |
| TEXX0000900   | F431                | FD                     | 165' 0"        | 10          | 20         | 1,430,000             | 45                     | 25                      |         | BNSF LOGISTICS LLC                         |         |
| TEXX0001135   | L090                | LS                     | 167' 6"        | 10          | 20         | 1,575,000             | 45                     | 25                      |         | BNSF LOGISTICS LLC                         |         |

Note: Restricted speeds are owner's specifications. Owner's contact information can be found on [FindUs.Rail](#).

Note: Cars with 16 or more axles only move in special train service when loaded.

Note 1: Train Position Loaded – No restrictions

Note 2: Train Position Empty – Rear of train within five cars from rear of train

Note 3: Handling Instructions – Do not hump

Note 4: Handling Instructions – Do not subject to pusher/helper service

Note 5: Special Train Loaded – Trailing tonnage not to exceed 1200 tons