



ASSOCIATION OF AMERICAN RAILROADS

Safety and Operations

Jeffrey J. Usher

Assistant Vice President-Business Services

June 1, 2013

To the Members:

Effective June 1, 2013, AAR Circular OT-26-A, Handling Loads of Dimensions in Excess of Published Clearances and Locomotives is canceled.

The AAR's Open Top Rules Committee reviewed Circular OT-26 and has determined that the steps for handling loads of excess dimensions have been automated and addressed in Open Top Loading Rules, Section I. The provisions of Section I require all excess dimensional loads have routing authorization.

Currently each railroad's Clearance Department enters the dimensional load information into its Clearance system for analysis to determine the correct and safe routing for each excess dimensional load.

Please be governed accordingly,

A handwritten signature in black ink, appearing to read "Jeffrey J. Usher".



Association of American Railroads
Safety and Operations • Business Services
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CIRCULAR No. OT-26-A

IN EFFECT AS OF JUNE 1, 1981

HANDLING LOADS OF DIMENSIONS IN EXCESS OF PUBLISHED CLARANCES AND LOCOMOTIVES,

Although Railway Line Clearance Circular outlines the specific bases on which loads exceeding published clearances will be accepted by each of the railroads, there are numerous instances of failures to obtain clearance approval and/or to give proper advance notice of deliveries to connections.

Serious hazards are presented if junction terminal forces overlook loads of high and wide dimensions. While the individual roads may have issued specific instructions concerning action to be taken when these shipments are offered and for their handling after acceptance, it is important that supervisory officers exercise constant care and attention in this respect.

The following precautions are necessary:

- 1 Neither accept nor bill without approval of transportation officers of all lines involved in the routing.
 - A. Any load whose dimensions exceed those authorized under the latest Railway Line Clearance publication.
 - B. Any load with a high center of gravity, when approval is required (See Railway Line Clearance publication).
 - C. Any load which exceeds the weight allowed as published for the route shown in the latest issue of Railway Line Clearance publication.
 - D. Any load which, due to its size or construction might require special handling. Reporting shall include all locomotives, cranes and industrial equipment moving on own wheels.
- 2 When checking such loads with transportation officers of all lines involved in the routing, inquires shall include all information required by American Railway Engineering Association Form "Excessive Dimensions Load Report" (copy attached to this circular). Quote file reference if similar movement handled.
- 3 Origin carrier advise all railroads participating in route car number in advance of its delivery to first connecting line with file reference of any previous correspondence. Intermediate line advise connecting line next in route car number in advance of its delivery with file reference.
- 4 Each receiving carrier measures all such loads before acceptance in interchange – change in dimensions may have occurred since measurements were taken at origin or previous junction.
- 5 Individual roads observe local restrictions of curves, sidings, or at tunnels, bridges or other obstructions and handle as required.
- 6 Treat such shipments when reconsigned or diverted a new transaction, and proceed as indicated in Items 1 to 5.

It is urged that responsible officers of all Member Roads arrange to educate their forces in this connection so that each shipment will receive proper attention so difficulty will not arise.

On behalf of the General Committee.

John J. Robinson
Secretary

Supersedes Circular No. OT-26, dated January 20, 1968

Attachment to Circular – Excessive Dimension Load Report

