



ASSOCIATION OF AMERICANRAILROADS

Safety and Operations

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Assistant Vice President-Business Services

April 1, 2013

To the Members:

Effective April 1, 2013, AAR Circular OT-44-C, Handling Loads of Extraordinary Value, is canceled in its entirety. The Damage Prevention and Freight Claim Committee reviewed the circular and determined that the instructions were no longer applicable and the Circular Letter should be cancelled.

Please be governed accordingly,



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

CIRCULAR No. OT-44-C

IN EFFECT AS OF SEPTEMBER 15, 1980

HANDLING LOADS OF EXTRAORDINARY VALUE

To the Members:

In order to set up uniform handling of shipments exceeding \$500,000 per rail car or \$250,000 per trailer or container on interline movement, when value is known or can be determined by origin carrier, the following procedures will be followed:

1. Carrier receiving the bill of lading for shipments of extraordinary value will wire the Transportation Officer of each carrier involved in the route loads are moving in which:
 - a. The value of a rail car shipment exceeds \$500,000 per car, or
 - b. The value of a shipment exceeds \$250,000 per trailer or container (when the shipment consists of one or more trailers or containers for transportation on flat cars). The term container applies on a demountable body up to 40' long and up to 9' wide, designed for movement on chassis.
2. The wire notice shall include the following information:
 - a. Reporting mark and number.
 - b. Contents.
 - c. Origin point and shipper.
 - d. Final destination and consignee.
 - e. Complete routing, including junctions.
 - f. Value of shipment.
 - g. Estimated date of shipment and estimated date of delivery to first connecting carrier.
 - h. Applicable dimensional information of the shipment in order that all concerned realize the possibility of exceptional handling.
3. Intermediate line will advise connecting line next in route as soon as car is received and estimated date of delivery to the next connecting line.
4. When such shipments are reconsigned or diverted, notification must be given to all railroads which were in the previous route as well as full information as listed in Item 2, above, to any lines which are included in the new route.

Responsible officers of all Members Roads are urged to arrange with their supervisory personnel to educate their forces so that each shipment will receive proper attention.

On behalf of the General Committee.

Respectfully,

J. J. Robinson

Supersedes Circular No. OT-44-B dated October 16, 1978