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To: Distribution List
Subject: September 2018 AAR Circular Letter Summary

The September 2018 summary includes the (8) circular letters issued during the month.

This document provides a summary of each Association of American Railroads (“AAR”) circular letter issued during the previous month. A circular letter provides information of general applicability to the railroad industry, including proposed and final rules, standards, and recommended practices. Circulars are a fee-based service provided by AAR’s Transportation Technology Center, Incorporated (“TTCI”) located in Pueblo, Colorado. You may sign up to receive AAR circular letters online. If you need further assistance with access to circulars, please send any future questions and issues to Pubs@aar.com.

The Field Manual of the AAR Interchange Rules, Rule 1, b. (11), requires maintaining a copy of each “*mandatory circular letter*” that revises an “*Interchange Rule*” or the “*Manual of Standards and Recommended Practices.*” For your convenience, this document identifies mandatory circular letters. For those circulars that propose or implement final changes to an existing rule, standard, or recommended practice, this document provides an impact statement to car owners, lessors, mechanical shops, and railroad operations.

The following matrix identifies the AAR circular letter number, a summary of the circular, any effective date of a rule, standard, or recommended practice, any comment due date, an impact statement, and to the extent it applies, if the circular letter is mandatory.

If you have any questions, please contact Tom DeLafosse at 630.512.7595 or tom_delafosse@salcoproducts.com.

Circular No.	Subject and Summary	Impact Statement
Implemented Changes, Effective the Date of Circular		
CPC-1337 Sept. 6, 2018	<p>Subject: Recommended Railroad Operating Practices for Transportation of Hazardous Materials.</p> <p>Summary: AAR's Safety and Operations department is adding a section to OT-55 reflecting the railroad industry's commitment to providing electronic emergency response information. This is the only change from OT-55-P. AAR Circular No.</p> <p>Implementation Date: OT-55-Q (attached) becomes effective September 9, 2018 and supersedes OT-55-P.</p>	<p>Car Type: Railroads – HazMat Transportation</p> <p>Car Owner: No</p> <p>Repair Shop: No</p> <p>Comments: OT-55 revision Q is attached to this CPC.</p>
C-13197 Sept. 13, 2018	<p>Subject: Implementation of Revisions to AAR Intermodal Interchange Rules, Section L, Rule 156, Depreciated Value Table Update.</p> <p>Summary: This circular letter is to notify the industry of revisions to AAR Intermodal Interchange Rules, Section L, Rule 156, update to the Depreciated Value Table.</p>	<p>Car Type: Freight</p> <p>Car Owner: Yes</p> <p>Repair Shop: No</p> <p>Comments: The previous version of the AAR Intermodal Interchange Rules, effective</p>

Circular No.	Subject and Summary	Impact Statement
	<p>Implementation Date: AAR Intermodal Interchange Rules are now implemented and effective immediately. A copy of the document is attached. The publication will also be available for free download and reference at the AAR Transportation Technology Center's website.</p>	<p>January 1, 2016 will be archived on the same website.</p>
<p>C-13198 Sept. 14, 2018</p>	<p>Subject: Implementation of Editorial Revisions to MSRP Section E, Brakes and Brake Equipment, Standard S-424, Angle Cock Location, Figure Edits.</p> <p>Summary: this circular letter is to notify the industry of editorial revisions to E, brakes and brake equipment, Standard S-424, Angle Cock Location, to accurately describe the correct information in the table.</p> <p>Implementation Date: The revised S-424 is now implemented and effective immediately. This modification will be incorporated in the next issue of the Manual of Standards and Recommended Practices, Section E.</p>	<p>Car Type: Freight</p> <p>Car Owner: No</p> <p>Repair Shop: Yes</p> <p>Comments: If Section E is a required publication for your location, be sure to update your manual with the revised Standard S-424.</p>
<p>C-13199 Sept. 14, 2018</p>	<p>Subject: Implementation of Revisions to MSRP Section E, Brakes and Brake Equipment, Standard S-4001, Rubber Products – Performance, Clarifying the Requirements for Certification.</p> <p>Summary: this circular letter is to notify the industry of revisions to Section E, Brakes and Brake Equipment, Standard S-4001, Rubber Products - Performance.</p> <p>Implementation Date: Standard S-4001 is now implemented and effective immediately. This modification will be incorporated in the next issue of the Manual of Standards and Recommended Practices, Section E.</p>	<p>Car Type: Freight</p> <p>Car Owner: No</p> <p>Repair Shop: Yes</p> <p>Comments: If Section E is a required publication for your location, be sure to update your manual with the revised Standard S-4001.</p>
Changes Pending 30-Day Comment Period from Date of Circular		
<p>C-13196 Sept. 13, 2018</p>	<p>Subject: Solicitation of Comments for Revisions to MSRP Section G, Wheels and Axles, M-107/M-208, Alternate Wheel Profile AAR-2A, Wheel Approval Process, and Class D Requirements.</p> <p>Summary: This circular letter is to solicit comments for proposed revisions to MSRP Section G, Wheels and Axles, M-107/M-208, addition of alternate wheel profile AAR-2A, update to the wheel approval process, and update to Class D wheel requirements.</p> <p>Implementation Date: All comments received within 30 days of the issuance of this circular will be considered by the WABL Committee prior to final action on the revisions which are the subject of the comments.</p>	<p>Car Type: Freight</p> <p>Car Owner: No</p> <p>Repair Shop: No</p> <p>Comments: Interested parties should submit their comments to AAR within the 30 day requested comment period if you want them to be considered.</p>

Circular No.	Subject and Summary	Impact Statement
<p>C-13200 Sept. 19, 2018</p>	<p>Subject: Solicitation of Comments for Revisions to MSRP Section S, Casting Details, Specifications M-211 and M-215 Regarding Casting Marks.</p> <p>Summary: This circular letter is to solicit comments for revisions proposed to Section S, Casting Details, Specifications M-211 and M-215, regarding coupling system casting marks used to identify the specification under which a component was approved, and regarding updates to figures that detail marking locations and sizes.</p> <p>Implementation Date: All comments received within 30 days of the issuance of this circular will be considered by the CSTCC prior to taking action on the revisions which are the subject of the comments.</p>	<p>Car Type: Freight</p> <p>Car Owner: No</p> <p>Repair Shop: No</p> <p>Comments: There are no expected costs to the industry outside of those related to manufacturers retooling patterns to include the new markings.</p>
<p>C-13201 Sept. 19, 2018</p>	<p>Subject: Implementation of Revisions to MSRP Section S, Casting Details, Specification M-202, Truck Bolsters Cast or Structural – Design and Testing, Regarding Updated Failure Criteria.</p> <p>Summary: This circular letter is to notify the industry of revisions to Section S, Casting Details, Specification M-202, Truck Bolsters Cast or Structural – Design and Testing.</p> <p>Implementation Date: Specification M-202 is now implemented and effective immediately. This modification will be incorporated in the next issue of the Manual of Standards and Recommended Practices, Section S.</p>	<p>Car Type: Freight</p> <p>Car Owner: No</p> <p>Repair Shop: No</p> <p>Comments: If Section S is a required publication for your location, be sure to update your manual with the revised Specification M-202.</p>
General Information for the Industry		
<p>C-13202 Sept. 21, 2018</p>	<p>Subject: Car Repair Facility Labor Rate - Effective October 1, 2018.</p> <p>Summary: The Car Repair Facility Labor Rate, effective October 1, 2018 is \$139.54, an increase of 0.4 percent (\$0.52) from the calculation for July 1, 2018.</p> <p>Implementation Date: The change will be reflected in the October 1, 2018 release of the AAR Office Manual.</p>	<p>Car Type: Railroad Car Repair Rates</p> <p>Car Owner: Yes</p> <p>Repair Shop: No</p> <p>Comments: The increased number of pay-for time-not-worked days caused small increases in the per hour rates for payroll taxes and health & welfare, which led to the overall rise in the Labor Rate.</p>