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**To:** Distribution List  
**Subject:** February 2017 AAR Circular Letter Summary

The February 2017 summary includes the (35) 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](mailto:tom_delafosse@salcoproducts.com).

Circular No.	Subject and Summary	Impact Statement
C-12803 Feb. 1, 2017	<p><b>Subject:</b> Implementation of Revisions to Figure 43-T– Section 2 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Summary:</b> The AAR’s Open Top Loading Rules Committee (OTLRC) has approved revisions to Figure 43-T– Section 2 of the AAR Open Top Loading Rules.</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 2 is effective immediately and will be included in the next edition of the AAR’s OTLR Manual. Insert the circular attachment for Figure 43-T in your copy Section 2.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12804 Feb. 1, 2017	<p><b>Subject:</b> Implementation of Revisions to Figures 58-B and 58-C– Section 5 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Summary:</b> The AAR’s Open Top Loading Rules Committee (OTLRC) has approved revisions to Figure 58-B and new figure 58-C, Railroad Ties, Treated or Untreated, Packaged, 8-ft Long and Over— Flatcars</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> Carriers are asked to ensure that copies of this circular letter are distributed to</p>

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	<p>with Center A-Frame, Permanent End Bulkheads, Cushioning Devices, and Cable Tie-Down System – Section 5 of the AAR Open Top Loading Rules. The changes to 58-B add a new note to state, "Void, if any, must be centered and not exceed 18 in." Also, Note 4 was replaced with the following, "No incomplete layers allowed. All packages in a layer must be of equal height."</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 5 is effective immediately and will be included in the next edition of the AAR's OTLR Manual. Insert the circular attachment for Figure 58-B and 58-C in your copy Section 5.</p>	<p>all concerned shippers and railroad personnel for their attention and guidance.</p>
<p>C-12805 Feb. 1, 2017</p>	<p><b>Subject:</b> Implementation of Revisions to Figure 113– Section 5 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Summary:</b> The AAR's Open Top Loading Rules Committee (OTLRC) has approved revisions to Figure 113– Section 5 of the AAR Open Top Loading Rules.</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 5 is effective immediately and will be included in the next edition of the AAR's OTLR Manual. Insert the circular attachment for Figure 113 in your copy Section 5.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
<p>C-12806 Feb. 1, 2017</p>	<p><b>Subject:</b> Implementation of New Figure 27, Section 5 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Summary:</b> The OTLRC requested comments from the industry regarding the implementation of New Figure 27, Section 5 AAR Open Top Loading Rules. The comments from the industry have been considered and the AAR Open Top Loading Rules Committee (OTLRC) has approved the implementation of, Section 5 of the AAR Open Top Loading Rules.</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 5 is effective immediately and will be included in the next edition of the AAR's OTLR Manual. Insert the circular attachment for Figure 27 in your copy Section 5.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
<p>C-12807 Feb. 1, 2017</p>	<p><b>Subject:</b> Implementation of revision to Attachment C1, Section 1 Open Top Loading Rules- OTLRC.</p> <p><b>Summary:</b> The Open Top Loading Rules Committee (OTLRC) has approved revisions to Attachment C1, Section 1 Open Top Loading Rules. The words "die cut" have been removed. The revision has been made to require flex testing for all sealless steel strap joints.</p> <p><b>Implementation Date:</b> The implementation of this revision to General Rules Attachment C1 is effective</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>

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	immediately and will be available for download at <a href="http://www.aar.com/standards/OpenTop-approvals.html">http://www.aar.com/standards/OpenTop-approvals.html</a> .	
C-12808 Feb. 2, 2017	<p><b>Subject:</b> Implementation of revision to General Rules 3.5.2 to Address Floor Contact between the Load and the Floor on Centerbeam Cars Equipped with Risers-OTLRC.</p> <p><b>Summary:</b> The Open Top Loading Rules Committee (OTLRC) has approved revisions to General Rules 3.5.2.</p> <p><b>Implementation Date:</b> The implementation of General Rules 3.5.2.1 is effective immediately and will be available for download at <a href="http://www.aar.com/standards/OpenTop-approvals.html">http://www.aar.com/standards/OpenTop-approvals.html</a>.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12809 Feb. 2, 2017	<p><b>Subject:</b> Implementation of revision to General Rules 5.2.1 to Address the Definition of an Eccentrically Loaded Weld- OTLRC.</p> <p><b>Summary:</b> The Open Top Loading Rules Committee (OTLRC) has approved revisions to General Rules 5.2.1.</p> <p><b>Implementation Date:</b> The implementation of General Rules 5.2.1 is effective immediately and will be available for download at <a href="http://www.aar.com/standards/OpenTop-approvals.html">http://www.aar.com/standards/OpenTop-approvals.html</a>.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12810 Feb. 2, 2017	<p><b>Subject:</b> Implementation of revision to General Rule 19.5.1 to add the requirement of printing Grade # and MBS on Type 1A nonmetallic strapping- OTLRC.</p> <p><b>Summary:</b> The Open Top Loading Rules Committee (OTLRC) has requested comments from the industry regarding the proposed requirement of printing Grade # and the ASTM Minimum Breaking Strength (MBS) in pounds to Type 1A nonmetallic strapping in addition to the AAR ID number. Those comments have been considered and the Open Top Loading Rules Committee (OTLRC) has approved a revision to General Rule 19.5.1 Section 1 AAR Open Top Loading Rules. The OTLRC is granting suppliers one year to comply with the revision to General Rule 19.5.1.</p> <p><b>Implementation Date:</b> The implementation of this revision to General Rule 19.5.1 is effective immediately and will be available for download at <a href="http://www.aar.com/standards/OpenTop-approvals.html">http://www.aar.com/standards/OpenTop-approvals.html</a>.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>

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C-12811 Feb. 2, 2017	<p><b>Subject:</b> Implementation of revision to General Rules 21.10.5, 21.10.11 and 21.11.10 to Address the Securement of Unused and/or Slack Chains and Chain Grade- OTLRC</p> <p><b>Summary:</b> The Open Top Loading Rules Committee (OTLRC) has approved revisions to General Rules 21.10.5 and 21.11.10.</p> <p><b>Implementation Date:</b> The implementation of these revisions to General Rules 21.10.5 and 21.11.10 are effective immediately and will be available for download at <a href="http://www.aar.com/standards/OpenTop-approvals.html">http://www.aar.com/standards/OpenTop-approvals.html</a>.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12812 Feb. 2, 2017	<p><b>Subject:</b> Implementation of the Addition of Table VI to Appendix D, Section 1 Open Top Loading Rules-OTLRC.</p> <p><b>Summary:</b> The Open Top Loading Rules Committee (OTLRC) has approved the addition of Table VI in Appendix D, Section 1 Open Top Loading Rules. This table provides information regarding Special Alloy Chain.</p> <p><b>Implementation Date:</b> The implementation of this revision to Appendix D, Section 1 is effective immediately and will be available for download at <a href="http://www.aar.com/standards/OpenTop-approvals.html">http://www.aar.com/standards/OpenTop-approvals.html</a>.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12813 Feb. 2, 2017	<p><b>Subject:</b> Implementation to Archive Figure 123, Section 2, AAR Open Top Loading Rules Manual,</p> <p><b>Summary:</b> In accordance with the requirements of AAR Standard S-050, the OTLR Committee has approved the archiving of Figure 123 from Section 2 due to non-use.</p> <p><b>Implementation Date:</b> These changes are effective immediately and will be included in the next edition of the AAR's OTLR Manuals. In the interim, print or copy for your records until the new Section 4 is published.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12814 Feb. 2, 2017	<p><b>Subject:</b> Implementation of Revisions to Figures 29-D, 29-H, 29-L and 29-M– Section 2 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Summary:</b> The AAR's Open Top Loading Rules Committee (OTLRC) has approved revisions to Figure 29-D, 29-H, 29-L and 29-M – Section 2 of the AAR Open Top Loading Rules.</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 2 is effective immediately and will be included in the next edition of the AAR's OTLR</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>

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	Manual. Insert the circular attachment for Figures 29-D, 29-H, 29-L and 29-M in your copy Section 2.	
C-12815 Feb. 2, 2017	<p><b>Subject:</b> Implementation of revisions to Figure 40 Shingles, Palletized, Minimum 40 IN. x 40 IN.— Riserless Center A-Frame Flatcars – Section 5 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Summary:</b> The AAR’s Open Top Loading Rules Committee (OTLRC) has approved the Implementation New Figure 40 Shingles, Palletized, Minimum 40 IN. x 40 IN.—Riserless Center A-Frame Flatcars – Section 5 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Implementation Date:</b> The implementation of these changes to Figure 40, Section 5 is effective immediately and will be included in the next edition of the AAR’s OTLR Manual. Insert the circular attachment for Figure 40 in your copy Section 5.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12816 Feb. 2, 2017	<p><b>Subject:</b> Solicitation of Comments on proposed new Specification, MSRP Section D, Trucks and Truck Details, New Specification M-980, Friction Wedge Performance for Railcars, Dynamic Wear Test.</p> <p><b>Summary:</b> The AAR Equipment Engineering Committee (EEC) is proposing a new specification for the approval of friction wedges through testing of the friction wedge material.</p> <p><b>Implementation Date:</b> A draft of proposed specification M-980 is attached. All comments received within 30 days of the issuance of this circular will be considered by the EEC.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> A test fixture has been designed in order to conduct the test. The design requirements are included in the Specification.</p>
C-12817 Feb. 2, 2017	<p><b>Subject:</b> Implementation of revision to General Rules 15.2.1 and 15.2.2 to Address the Application of Power Driven Nails- OTLRC.</p> <p><b>Summary:</b> The Open Top Loading Rules Committee (OTLRC) has approved revisions to General Rules 15.2.1 and 15.2.2.</p> <p><b>Implementation Date:</b> The implementation of the revisions to General Rules 15.2.1 and 15.2.2 are effective immediately and will be available for download at <a href="http://www.aar.com/standards/OpenTop-approvals.html">http://www.aar.com/standards/OpenTop-approvals.html</a>.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
C-12818 Feb. 2, 2017	<p><b>Subject:</b> Implementation of Editorial Revisions to MSRP Section D, Trucks and Truck Details, Specification M-948, Truck Side Bearing.</p> <p><b>Summary:</b> The AAR Equipment Engineering Committee (EEC) has agreed to editorial revisions of MSRP Section D, Trucks and Truck Details,</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> Yes</p>

Circular No.	Subject and Summary	Impact Statement
	<p>Specification M-948 Truck Side Bearing. The standard lacked direction for approval of short travel side bearings.</p> <p><b>Implementation Date:</b> The revised M-948 is attached to this circular. Changes are implemented effective immediately.</p>	<p><b>Comments:</b> Changes to paragraph 2.4 which describes the side bearing travel, and paragraph 3.1.2.4 which includes the fatigue cycle schedule.</p>
C-12819 Feb. 2, 2017	<p><b>Subject:</b> Empty Car Center-of-Gravity (CG) Values in Umler: Request for Review and Correction.</p> <p><b>Summary:</b> The purpose of this circular is to notify the rail industry that the AAR is requesting car owners to verify values entered in the Umler field "A045 - Center of Gravity Empty" for boxcars, flatcars, and certain gondolas, and that AAR will be contacting car owners who have questionable values in the field.</p> <p><b>Implementation Date:</b> To help remedy the situation, the AAR will review the Empty CG values for all boxcars. When a value below 50 inches and above 70 inches is found, car owners will be notified and asked to check for accuracy. The AAR may work to tighten the window for the boxcar query, as well as research the other car types that may be in need of correction. If questionable values are found in Umler for flat cars and gondola cars, future direction may be provided for these car types also.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> Yes</p> <p><b>Repair Shop:</b> Yes</p> <p><b>Comments:</b> Note that a change in the permissible values in Umler were discussed but were declined for concern that some cars have legitimate values that are far from what would be considered typical.</p>
CPC-1324 Feb. 3, 2017	<p><b>Subject:</b> Solicitation of Comments on Proposed Revision to MSRP Section C Part III, M-1002, Specifications for Tank Cars, Chapter 2.</p> <p><b>Summary:</b> The Tank Car Committee (TCC) is requesting comments on provisions affecting Chapter 2 of the AAR Manual of Standards and Recommended Practices (MSRP), Section C, Part III, Specifications for Tank Cars (M-1002). These revisions address requirements for free interchange tank cars used for the transportation of materials toxic-by-inhalation ("TIH") products.</p> <p><b>Implementation Date:</b> To facilitate the handling of industry comments on CPCs, AAR requires the attached Exhibit PC-1 form to be completed and furnished, via e-mail, to Matt Forister, Director of Tank Car Safety, at mforister@aar.org, within 30 days from the date of this circular.</p>	<p><b>Car Type:</b> Tank</p> <p><b>Car Owner:</b> Yes, TIH/PIH product shippers</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> The TCC is considering provisions addressing the timeframe for requiring the transportation of TIH material in the package specified in 49 CFR 179.102-3 for cars marked "DOT" and in TP-14877, paragraph 10.5.1.2, for cars marked "TC." This activity will supersede CPC-1187 dated March 31, 2008.</p>
C-12820 Feb. 8, 2017	<p><b>Subject:</b> Implementation – Revision to MSRP Section H, Journal Bearings and Lubrication, Specification M-924, Adapter Finish.</p> <p><b>Summary:</b> Comment Circular C-12720 was issued 10/02/2016 soliciting comments for proposed revisions to MSRP Section H, Journal Bearings and Lubrication, Specification M-924 Journal Roller</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> Yes</p> <p><b>Comments:</b> The attachment to this Circular contains the following replacement pages:</p>

Circular No.	Subject and Summary	Impact Statement
	<p>Bearing Adapters for Freight Cars, concerning adapter finish and update to Appendix D, Manufacturers' Trademarks.</p> <p><b>Implementation Date:</b> These revisions to the Manual of Standards and Recommended Practices, Section H, Journal Bearings and Lubrication, Specification are now implemented effective immediately. If this is a required publication for your facility, be sure to update your manual with the attached pages to this circular noted in the comment section.</p>	H [M-924] 1-58
C-12821 Feb. 8, 2017	<p><b>Subject:</b> IMPLEMENTATION – Revision to MSRP Section G, Wheels and Axles, Specification M-101, Facility Inspections, and Specification M-107/M-208, Micro cleanliness and Facility Inspections.</p> <p><b>Summary:</b> Comment Circular C-12721 was issued 10/07/2016 soliciting comments for proposed revisions to MSRP Section G, Wheels and Axles, Specification M-101 Axles, Carbon Steel Heat-Treated, concerning facility inspections and Specification M-107/M-208 Wheels, Carbon Steel, concerning micro cleanliness and facility inspections.</p> <p><b>Implementation Date:</b> These revisions to the Manual of Standards and Recommended Practices, Section G, WHEELS AND AXLES are now implemented effective immediately. If this is a required publication for your facility, be sure to update your manual with the attached pages to this circular noted in the comment section.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> Yes</p> <p><b>Comments:</b> The attachment to this Circular contains the following replacement pages: G [M-101] 1-20, and G [M-107/M-208] 1-42.</p>
C-12822 Feb. 8, 2017	<p><b>Subject:</b> Solicitation of comments - Revision to MSRP Section F, Standard S-6009 - Data Summary - Automatic Equipment Identification (AEI).</p> <p><b>Summary:</b> This Circular Letter is intended to solicit comments for revisions proposed for Section F, Standard S-6009 - Data Summary - Automatic Equipment Identification (AEI).</p> <p><b>Implementation Date:</b> All comments received within 30 days of issuance of this Circular will be considered by the EHMC prior to final action on the proposed revisions.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> The Equipment Health Monitoring Committee has proposed revisions to S-6009 regarding auto-close logic and auto-close display text. The proposed changes are in the attachment to this circular.</p>
C-12823 Feb. 13, 2017	<p><b>Subject:</b> Implementation: Revision to AAR MSRP Section E, Brakes and Brake Equipment, S-4001 Rubber Products, Clarification of Shelf Life.</p> <p><b>Summary:</b> Paragraph 13.1 was inserted to clarify that the requirements for shelf life and storage are applicable only to rubber components that create an air seal.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> Yes</p> <p><b>Comments:</b> Standard S-4001 is attached to this circular. Download it and insert it into Section E.</p>

Circular No.	Subject and Summary	Impact Statement
	<p><b>Implementation Date:</b> These changes are effective immediately. If this MSRP is a required publication for your location be sure to update your manual.</p>	
<p>C-12824 Feb. 16, 2017</p>	<p><b>Subject:</b> Informational Circular - Field Manual Appendix D - Information request Paints/Coatings.</p> <p><b>Summary:</b> This information request is in direct association with Circular Letter C-12745, the restructuring of Appendix D in the AAR Field Manual. The Appendix D Task Force is soliciting information from interested parties concerning paints/coatings to railcars. Paints and Coatings are defined as supplier specific name and type of paint and/or coatings applied to either the exterior or the interior (also referred to as interior linings) of a railcar.</p> <p><b>Implementation Date:</b> The Appendix D task force is looking to assemble a complete comprehensive list of all exterior paints and interior coatings to be used in establishing and maintaining all codification used in the railroad industry Car Repair Billing System, including Job Codes, that identify component specific information.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> Possible</p> <p><b>Repair Shop:</b> Possible</p> <p><b>Comments:</b> Interested parties should contact the Appendix D Task Force with any and all information concerning paints and coatings via email. The task force can be reached at <a href="mailto:fmappendixdtf@gmail.com">fmappendixdtf@gmail.com</a>.</p>
<p>C-12825 Feb. 20, 2017</p>	<p><b>Subject:</b> DRAFT Standard S-9101C.V1.0 – Locomotive Data and Recording System (LDARS) Event Data Acquisition Processor (EDAP), is available for review and comment, in support of AAR’s MSRP, Section K-II, Locomotive Electronics and Train Consist System Architect.</p> <p><b>Summary:</b> The Railway Electronics Standards Committee (RESC) has provided the Association of American Railroads (AAR) with a new Standard S-9101C.V1.0, Locomotive Data and Recording System (LDARS) Event Data Acquisition Processor (EDAP), which has been posted to the AAR’s SharePoint site.</p> <p><b>Implementation Date:</b> Comments regarding this draft may be submitted to <a href="mailto:submitcomment@aar.org">submitcomment@aar.org</a> or using the Comment Form found on the SharePoint site at: “RESC Library/Full Committee Documents/Posted for Comments/S-9101C.V1.0 – “Locomotive Data and Recording System (LDARS) Event Data Acquisition Processor (EDAP)”. All comments submitted will be available for review.</p>	<p><b>Car Type:</b> Locomotives</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> SharePoint details were provided by Circular Letter C-12314, dated January 9, 2015. SharePoint access can be found at <a href="http://www.railinc.com">www.railinc.com</a>. Individuals and organizations which have a company ID may access the SharePoint site directly.</p>
<p>C-12826 Feb. 20, 2017</p>	<p><b>Subject:</b> DRAFT Standard S-9101G.V1.0 – Locomotive Data and Recording System (LDARS) Common File Format Standard, is available for review and comment, in support of AAR’s MSRP, Section K-II, Locomotive Electronics and Train Consist System Architecture.</p> <p><b>Summary:</b> The Railway Electronics Standards Committee (RESC) has provided the Association of</p>	<p><b>Car Type:</b> Locomotives</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> SharePoint details were provided by Circular Letter C-12314, dated January 9, 2015. SharePoint access can be found at</p>



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	<p>American Railroads (AAR) with a new Standard S-9101G.V1.0, Locomotive Data and Recording System (LDARS) Common File Format Standard, which has been posted to the AAR's SharePoint site.</p> <p><b>Implementation Date:</b> Comments regarding this draft may be submitted to <a href="mailto:submitcomment@aar.org">submitcomment@aar.org</a> or using the Comment Form found on the SharePoint site at: "RESC Library/Full Committee Documents/Posted for Comments/S-9101GV1.0 – "Locomotive Data and Recording System (LDARS) Common File Format Standard". All comments submitted will be available for review.</p>	<p><a href="http://www.railinc.com">www.railinc.com</a>. Individuals and organizations which have a company ID may access the SharePoint site directly.</p>
<p>C-12827 Feb. 21, 2017</p>	<p><b>Subject:</b> Implementation of Revisions to Figure 154-B– Section 2 AAR Open Top Loading Rules Manual (OTLR).</p> <p><b>Summary:</b> The AAR's Open Top Loading Rules Committee (OTLRC) has approved revisions to Figure 154-B– Section 2 of the AAR Open Top Loading Rules.</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 2 is effective immediately and will be included in the next edition of the AAR's OTLR Manual. Insert the circular attachment for Figure 154-B in your copy Section 2.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
<p>C-12828 Feb. 21, 2017</p>	<p><b>Subject:</b> Implementation of Revisions to Figure 134-A and the 200 Series Figures – Section 2 AAR Open Top Loading Rules Manual (OTLR)</p> <p><b>Summary:</b> The AAR's Open Top Loading Rules Committee (OTLRC) has approved revisions to the Figures 134-A, 230, 240, 244, 247, 260, 263, 265, 267, 267-A, 280, and 285 – Section 2 of the AAR Open Top Loading Rules.</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 2 is effective immediately and will be included in the next edition of the AAR's OTLR Manual. Insert the circular attachment for Figure 134-A and the 200 series figures in your copy Section 2.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>
<p>C-127829 Feb. 21, 2017</p>	<p><b>Subject:</b> Implementation of New Figure 851, Section 7 AAR Open Top Loading Rules Manual (OTLR)</p> <p><b>Summary:</b> The AAR Open Top Loading Rules Committee (OTLRC) has approved the implementation of new Figure 851, Section 7 of the AAR Open Top Loading Rules.</p> <p><b>Implementation Date:</b> The implementation of this revision to Section 7 is effective immediately and will be included in the next edition of the AAR's OTLR Manual. Insert the circular attachment for Figure 851 in your copy Section 7.</p>	<p><b>Car Type:</b> Gondolas</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No (railroads yes)</p> <p><b>Comments:</b> 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.</p>

Circular No.	Subject and Summary	Impact Statement
<p>C-12830 Feb. 21, 2017</p>	<p><b>Subject:</b> Solicitation of Comments on Proposed Change to Rule 7. Doorway Protection, Circular No. 42-K, General Rules Covering Loading or Carload Shipments of Commodities in Closed Cars (DP&amp;FC).</p> <p><b>Summary:</b> The AAR’s Damage Prevention &amp; Freight Claim Committee (DP&amp;FC) has approved changes to Rule 7. Doorway Protection, Circular NO. 42-K, General Rules Covering Loading or Carload Shipments of Commodities in Closed Cars.</p> <p><b>Implementation Date:</b> Comments from interested parties are herewith solicited under the provisions of AAR Standard S-050. All comments received within 30 days of the issuance of this circular will be considered by the DP&amp;FC.</p>	<p><b>Car Type:</b> Box</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> Submit comments to Mr. Tom Feltault, Director Damage Prevention &amp; Loading Services, TTCL, P.O. Box 11130, 55500 DOT Road, Pueblo CO 81001. Or email to Tom_Feltault@aar.com.</p>
<p>C-12831 Feb. 22, 2017</p>	<p><b>Subject:</b> Registration for NARMO 2017.</p> <p><b>Summary:</b> Previously "Save the Date" email and Circular Letter announcements were sent to the Industry advising that the 36th North American Rail Mechanical Operations (NARMO) Seminar would be held May 03-05, 2017, in Denver, Colorado.</p> <p><b>Implementation Date:</b> Dates: Wednesday, May 03, 2017 through Friday, May 05, 2017, Location: Grand Hyatt Denver, 1750 Welton Street, Denver, Colorado. Registrations can be made by clicking on one the link noted within this circular.</p>	<p><b>Car Type:</b> Industry Information</p> <p><b>Car Owner:</b> Possibly</p> <p><b>Repair Shop:</b> Possibly</p> <p><b>Comments:</b> Interested parties should register at the link provided in this circular.</p>
<p>C-12832 Feb. 22, 2017</p>	<p><b>Subject:</b> Solicitation for Comments – Revision to MSRP Section H-II, Roller Bearing Manual, S-721 – Inspection Criteria, S-725 – Interchangeable Parts, and S-726 – Remanufacture Facility.</p> <p><b>Summary:</b> This Circular Letter is soliciting comments for revisions proposed for Section H-II, ROLLER BEARING MANUAL, Standard S-721 Mandatory Instructions and Practices, concerning images and inspection criteria, Standard S-725 Manufacture of Interchangeable Roller Bearing Components, concerning the table of interchangeable parts, and Standard S-726 Remanufacture of Roller Bearing Components, concerning the event that a facility ceases production for a length of time.</p> <p><b>Implementation Date:</b> All comments received within 30 days of issuance of this Circular will be considered by the WABL Committee prior to final action on the proposed revisions.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> The Wheels, Axles, Bearings, and Lubrication Committee has proposed revisions to Standard S-721 Mandatory Instructions and Practices, Standard S-725 Manufacture of Interchangeable Roller Bearing Components, and Standard S-726 Remanufacture of Roller Bearing Components. The proposed changes are in the attachments to this circular.</p>
<p>C-12833 Feb. 23, 2017</p>	<p><b>Subject:</b> Class registrations are still open for the 2017 AAR M-1003 Quality Assurance training courses: Root Cause Analysis Class, Basic Auditor Training Class, and Advanced Auditor Training Class.</p>	<p><b>Car Type:</b> Industry Information</p> <p><b>Car Owner:</b> Possible</p> <p><b>Repair Shop:</b> Possible</p>

Circular No.	Subject and Summary	Impact Statement
	<p><b>Summary:</b> The Association of American Railroads (AAR) Quality Assurance Committee has scheduled several Quality Assurance Training classes.</p> <p><b>Implementation Date:</b> Interested parties are encouraged to enroll promptly as classes tend to fill quickly and acceptance is based on a first-come first-served basis.</p>	<p><b>Comments:</b> Interested parties should refer to this circular letter for date and location information.</p>
<p>C-12834 Feb. 23, 2017</p>	<p><b>Subject:</b> Correction to Office Manual Price Matrices Effective January 1, 2017.</p> <p><b>Summary:</b> After the issuance of the January 1, 2017, Office Manual Price Master/Matrices it was brought to our attention that the Component Identification Indicator (CID) for slack adjuster Job Codes may be in error and should be reviewed.</p> <p><b>Implementation Date:</b> A notification will be sent separately by Railinc regarding the updated Price Master data files.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> Yes</p> <p><b>Comments:</b> Attached to this circular are the corrected pertinent pages (Pages 29 thru 32) and should be inserted into the Price Matrices effective January 1, 2017.</p>
<p>C-12835 Feb. 23, 2017</p>	<p><b>Subject:</b> Solicitation of Comments on Proposed Archiving of MSRP Section L - Lettering and Marking of Cars, Recommended Practice RP-021, Equipment Identification and Warranty Administration.</p> <p><b>Summary:</b> This Circular is seeking industry comments for the AAR Equipment Engineering Committee's (EEC) plan to archive MSRP Section L Lettering and Marking of Cars, Recommended Practice RP-021 Equipment Identification and Warranty Administration.</p> <p><b>Implementation Date:</b> All comments received within 30 days of the issuance of this circular will be considered by the EEC.</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> No</p> <p><b>Comments:</b> It is the opinion of the EEC that the needed content of RP-021 was superseded by S-920, and that any remaining material is unnecessary for publication. Upon archiving of RP-021, the reference in Standard S-920 (third bulleted item above) will be deleted.</p>
<p>C-12836 Feb. 23, 2017</p>	<p><b>Subject:</b> Solicitation for Comment, Elimination of the Canadian Price Master.</p> <p><b>Summary:</b> The AAR has been informed that the Railway Association of Canada (RAC) will no longer create the Canadian Price Master. The January 2017 Canadian Price Master was their last Price Master. Based on this information, the Canadian National and Canadian Pacific have decided not to pursue alternative methods to create a Canadian Price Master, opting instead to handle all Car Repair Bills, regardless of company location, using the US Price Master. This new process will be effective April 1, 2017.</p> <p><b>Implementation Date:</b> All comments received will be reviewed and considered by the Arbitration and Rules</p>	<p><b>Car Type:</b> Freight</p> <p><b>Car Owner:</b> No</p> <p><b>Repair Shop:</b> Yes</p> <p><b>Comments:</b> IMPORTANT NOTE: For companies that submit and/or receive bills using Canadian currency, it is critical that this information be distributed to all Car Repair Billing and IT personnel within your company that work with or are responsible for Car Repair Invoices submitted to and/or received from Railinc's Data Exchange.</p>

Circular No.	Subject and Summary	Impact Statement
	Committee and the Car Repair Billing Committee, with a targeted implementation date of April 1, 2017.	



# ASSOCIATION OF AMERICAN RAILROADS

**K.B. Dorsey**  
Executive Director - Tank Car Safety

February 3, 2017

## CASUALTY PREVENTION CIRCULAR (CPC-1324)

SUBJECT: Solicitation of Comments on Proposed Revision to MSRP Section C Part III, M-1002, Specifications for Tank Cars, Chapter 2

TO: THE MEMBERS AND PRIVATE CAR OWNERS

The Tank Car Committee (TCC) is requesting comments on provisions affecting Chapter 2 of the AAR *Manual of Standards and Recommended Practices* (MSRP), Section C, Part III, Specifications for Tank Cars (M-1002). These revisions address requirements for free interchange tank cars used for the transportation of materials toxic-by-inhalation ("TIH") products.

The TCC is considering provisions addressing the timeframe for requiring the transportation of TIH material in the package specified in 49 CFR 179.102-3 for cars marked "DOT" and in TP-14877, paragraph 10.5.1.2, for cars marked "TC." This activity will supersede CPC-1187 dated March 31, 2008.

### **2.8 Tank Cars Transporting TIH**

**2.8.1** After July 1, 2023, all tank cars used to transport products classified as TIH must comply with the requirements for tank cars built on or after March 16, 2009 (see 49 CFR 173.244 (a)(2), 173.314 (c) Note (12), 179.16 (c)(1), and 179.102-3 for cars marked DOT, or TP-14877 paragraph 10.5.1.2 for cars marked TC).

**2.8.2** After July 1, 2019, all tank cars used to transport products classified as TIH, manufactured from carbon steel plate, must have tank heads and shells constructed of normalized material.

The following CPCs relate to this single effort:

- CPC-1187 - Change to the Implementation of the AAR Standard for Tank Cars Transporting Toxic Inhalation Hazard Commodities; and
- CPC-1184 - AAR Requirements for Tank Cars in Toxic Inhalation Hazard Commodity Service

As background, in 2008 the Tank Car Committee approved CPC-1187, which included a new interchange standard for tank cars used for TIH transportation and provided that cars not meeting

the new standard would no longer be authorized under the interchange standards after December 31, 2018. However, with DOT subsequently adopting an interim TIH standard substantively similar to the CPC-1187 standard and embarking on research on a permanent TIH standard, CPC-1187 was suspended pending the outcome of the research. The initial suspension was until January 1, 2013; subsequent amendments postponed the effective date of CPC-1187 first until January 1, 2015, and then until January 1, 2017. Currently, the January 1, 2017, effective date stands, i.e., unless the Tank Car Committee takes action CPC-1187's phase out schedule will be in effect. Tank cars that do not comply with the CPC-1187 standard would no longer satisfy the interchange standards as of January 1, 2019.

Currently, railroads, shippers, and the tank car industry are joining in a petition to make the interim TIH standard permanent. The research on TIH tank car design has concluded, with a determination that there is no viable design that would represent a significant improvement over the interim standard.

The interim specification cars provide a significant level of improvement over the legacy designs. The HM-246 rule interim car puncture energy improvements were on average 90 percent, 100 percent, and 45 percent for anhydrous ammonia (AA), ethylene oxide (EO), and chlorine (Cl), respectively. Empirically-derived probabilities of lading release for interim cars were 57 to 66 percent lower than those of legacy cars. Table 1 below compares the accident performance of interim cars to legacy cars that are used for the same commodity.

**Table 1**  
**CPRs for Selected TIH Tank Cars**  
**Under Average Mainline Derailment Conditions\***

Chlorine

Car Spec.	Head Thickness (in.)	Shell Thickness (in.)	Jacket	Head Shield	Shell Inside Diameter (in.)	CPR	Percent Improvement Over Pre-HM-246 Baseline
105A500W	0.828	0.777	Yes	No	100	0.042	n/a
105J600I	1.136	0.981	Yes	Full	100	0.018	57.1 %

Anhydrous Ammonia

Car Spec.	Head Thickness (in.)	Shell Thickness (in.)	Jacket	Head Shield	Shell Inside Diameter (in.)	CPR	Percent Improvement Over Pre-HM-246 Baseline
112J340W	0.672	0.625	Yes	Full	111	0.041	n/a
112J500I	0.9784	0.918	Yes	Full	111	0.017	58.5 %

Ethylene Oxide

Car Spec.	Head Thickness (in.)	Shell Thickness (in.)	Jacket	Head Shield	Shell Inside Diameter (in.)	CPR	Percent Improvement Over Pre-HM-246 Baseline
105J300W	0.603	0.5625	Yes	Full	111	0.050	n/a
105J500I	0.9784	0.918	Yes	Full	111	0.017	66.0%

\* Train speed at time of derailment = 26 mph, 11 cars derailed, tank car is the 6th car derailed

The car dimensions shown in Table 1 are meant to be illustrative. They are based on the most commonly built designs.

With agreement on a final TIH standard, the rationale for indefinitely postponing the phase out of tank cars that do not comply with the TIH standard no longer exists. In the NPRM leading to the promulgation of the interim TIH standard, DOT proposed a six-year phase out starting upon adoption of a final tank car standard. CPC-1187 envisioned a ten-year phase-out schedule, but it was adopted over eight years ago. The DOT six-year schedule is proposed in this circular for normalized tank cars that do not comply with the final tank car standard.

Attrition alone will not result in timely replacement of the legacy car fleet with HM-246 compliant cars. Only 10% of the current TIH/PIH tank car fleet are HM-246 compliant cars. Of the remaining 90%, 18% are made of non-normalized steel. The remainder (72%) of the current TIH/PIH fleet consists of legacy normalized steel cars, the oldest of which is only 27 years old. Under current DOT rules, this car could be used for another 23 years; it will take another 47

years before the newest legacy car reaches the end of its DOT life. Assuming the number of TIH/PIH shipments remain consistent with 2015 shipments, over a million shipments of TIH/PIH will occur over the next 50 years. Subjecting the public to that level of risk over that length of time simply cannot be justified.

For non-normalized cars, the circular proposes a two-year phase out schedule. A two year phase out would be in line with the current proposed rule from Transport Canada expected to be published 2017. Prioritizing the phase-out of non-normalized tank cars makes sense, especially in light of the relevant history. In 1989, the Tank Car Committee determined that new cars made after that date using non-normalized steel would not meet interchange standards. Non-normalized tank cars are among the oldest tank cars in TIH service and, as the Committee concluded in 1989, are not as safe as tank cars constructed of normalized steel.

To facilitate the handling of industry comments on CPCs, AAR requires the attached Exhibit PC-1 form to be completed and furnished, via e-mail, to Matt Forister, Director of Tank Car Safety, at [mforister@aar.org](mailto:mforister@aar.org), within 30 days from the date of this circular.

Comments will be considered by the Tank Car Committee prior to taking final action.

Respectfully Submitted,

  
K.B. Dorsey