Railway Association of Canada

LOAD RESTRICTIONS

Corresponding AAR Open Top Loading Rule 3

This section contains General Rules, procedures, approved restraint components, as well as specific references from approved figures.

An important first step in developing a load plan is to determine the restrictions on the placement, size and weight and of the load on the rail car. This will aid in maximizing the use of the car deck and space above the car.

When loading long commodities requiring two or more flat cars, an operating handbrake must be maintained on at least one of the combined cars.

Load weight on car must not exceed the load limit stencilled on the car. Total allowable weight on rail is the weight of car and lading, temporary fixtures, dunnage, etc. The weight of load on one truck must not exceed one-half of the load limit stenciled on the car however load has to be evenly distributed on car length. In case of doubt, this must be verified by weighing the car. Also, what must be taken into account is the capacity and ability of the handling railroads on which the load will move.

Load must be located so that the weight along both sides of the car is equal for the entire length of the load. If the weight of a load cannot be equally distributed across a car, suitable ballast must be used to equalize the weight. Weight of the counterweight and its securement must be considered part of the total load weight.

Large and heavy material such as ingots, slabs, billets, molds, castings, machines, etc., not covered by individual figures, must be loaded with the largest dimension on the bottom for greater stability, keeping the center of gravity as low as possible.