



PREFACE

Safe and efficient loading of railcars is important to both the railway industry and its customers.

Loads, especially on open top cars, must be secured in a manner that will maximize damage free transportation of commodities, and ensure that safe railway operations are not compromised. This will also facilitate the interchange of loaded cars between railways.

The loading of both open top and closed cars is governed by rules and regulations developed by the Railway Association of Canada and the Association of American Railroads. Compliance with **RAC** loading circulars and **AAR** loading rules is mandatory as per Transport Canada's Freight Rules under the Railway Safety Act of Canada.

The AAR, which represents the U.S. and Canadian railroads, is structured to work closely with shippers and suppliers in publishing a safe and economical set of loading rules. AAR member railroads have agreed that cars loaded to these accepted standards will be accepted for unrestricted transportation and interchange between railroads across Canada, the United States and Mexico.

The AAR Open Top Loading rules and RAC circular have many approved figures which illustrate how to load various types of products, i.e., lumber, steel, pipe, machinery, farm equipment, etc. The general rules cover the basic requirements, which are common to all types of loads. RAC circular is available in both French and English version.

Requests for copies of the AAR rules should be addressed to:

Association of American Railroads
Publication Order Processing
50 "F" Street, N.W., 5th Floor COG
Washington, DC, 20001

A complete manual of rules governing the Loading of Commodities on Open Top Cars or individual sections listed below may be obtained: <https://my.aar.org/otlr>

Section #1	General Rules for loading all commodities
Section #2	Loading of Metal Products, including Pipe
Section #3	Loading Construction and Farm Machinery
Section #4	Not available/archived
Section #5	Loading of Forest Products and Miscellaneous Building Materials
Section #6	Loading of US Military Equipment and Material
Section #7	Rules for loading all Commodities on Open Top Trailers and Containers for Rail Transport.

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The Railway Association of Canada, for its part, is committed to ensuring that railway service is competitive with highway transport and that loading, unloading, blocking and bracing of rail cars does not add unnecessary delay or costs to railway customers. Railway marketing and operating personnel have a direct interest in safe and efficient loading practices too.

The RAC serves its members and their customers by promoting safe loading procedures, and practices as well as ensuring that the rules are applied consistently by shippers and railway employees. We may also adjudicate disputes between railways or between railways and customers. This activity is handled through the RAC in the most cost-effective manner possible on behalf of the railway industry.

The RAC responsibilities are:

- To monitor rail transportation and promote safe car loading and transportation practices through instructions and advice to shippers and railway personnel responsible for the loading and handling of rail cars.
- To be knowledgeable of loading rules, as issued by The Railway Association of Canada, the Association of American Railroads and Transport Canada in order to provide appropriate interpretation for shippers and member railways, when requested.
- To promote improved loading practices by shippers and within the industry for domestic and international traffic moving by closed or open top freight cars, containers and trailers on flat cars, or any other specially equipped cars or oversize shipments.
- To provide assistance to shippers or railways in developing new loading patterns or revisions to existing rules or procedures.
- To encourage and promote good customer and railway relations.

The RAC car loading rules managers each year inspect thousands of loads of various commodities and car types. Their work includes inspection of loads in railway yards or on customer sidings. Should any loads be considered unsafe or not loaded according to loading rules, they are authorized to prohibit its movement until properly loaded.

The CLR managers participate in the activities of the AAR Open Top Loading Rules Committee and meet with AAR personnel to exchange information of mutual interest.



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This continued close relationship with their U.S. colleagues is particularly important due to the large volume of transborder interchange traffic.

One of the most important aspects of their duties relates to education. The CLR managers spend a substantial amount of time conducting information seminars for shippers and railway personnel. This educational work is a continuing process due to equipment and personnel changes as well as rules and methods evolve. The RAC has developed manuals and some audio-visual material pertaining to the rules and regulations to support their training programs.

The RAC is pleased to undertake this work on behalf of the railway industry and its customers and we look forward to working with you.

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