

## Scrap Auto Parts

### The Issue: Scrap falling off Open Top Railcars during transit

This safety advisory is to address a significant increase in loads moving in an unsafe condition and alert shippers of scrap metals and other scrap material of a safety hazard when the product is loaded above the car sides.

Unsafe loads, which have product falling from them, have the potential to cause injury to our yard personnel or more seriously a derailment.

Canadian Pacific Railway's Damage Prevention Claim Services and Mechanical Services Departments have issued the advisory together to empathize that all scrap loads prepared for rail departure are loaded in accordance with the rules summarized and pictured in this message. These are mandatory requirements. Failing to adhere to these mandatory requirements will result in your shipments being set off at any location where it is discovered and you having to pay for an adjustment and making the arrangements to properly adjust the load to conform to these requirements.

The next paragraphs outline the mandatory general principles and requirements found in the AAR (Association of American Railroads) Open Top Loading Rules:

#### Section No. 1 (General Rules), Part 1 6 3/1/00

##### 3. AAR OPEN TOP LOADING RULES MANUAL

##### 3.3 Load Distribution-All Cars

**3.3.1** The weight of load on a car must not exceed the load limit stenciled on the car. The weight of load on one truck must not exceed one-half of the load limit stenciled on the car. In case of doubt, this must be verified by weighing the car.

**3.3.3** Regardless of the vacant space across a car, the load must be secured to prevent any portion of the load from shifting, resulting in a potential off-balance condition and/or displacement of the load from the car.

**4. LOAD DIMENSION AND WEIGHT RESTRICTIONS 4.1** The height, width, and length of a load on one car for unrestricted movement must be within the "Outline Diagram for Single Loads, Without End Overhang, On Open Top Cars" as published in Railway Line Clear-ances, the Official Railway Equipment Register, and on Page 115 of Appendix A in this Section.

#### Section No. 2, Part 1 196 3/1/00

##### AAR OPEN TOP LOADING RULES MANUAL

Fig. 87 (Rev. 9/96) (New 2/60)

##### SCRAP, LOOSE AND BALED-GONDOLA CARS

##### Notes:

1. Baled scrap, extending above car sides and ends must engage car sides, ends and adjacent bales by minimum of 50% of bale. See Sketch 3.
2. Scrap Metal (e.g., loose tin or aluminum stampings, etc.) must be secured with wire mesh, netting and/or material of equal strength to prevent displacement by suction in transit. Heavy or baled scrap may be substituted and loaded on top of light material provided height limitation of Note 1 is not exceeded.
3. Loose scrap metal loaded per restriction 3 (a) or 3 (b) as follows and loaded to a height no greater than 18 in. above the car sides and ends at the center of the car per Sketch 1, requires no securement. Under both conditions, the slope of the material must be shallow enough to prevent the material from sliding over the sides and ends of the car during transit.
  1. Heavy scrap metal 1/8 in. thick or greater, must be loaded so that it interlocks in such a way as to prevent it from shifting over sides or ends of car during transit.

2. Loose scrap metal less than 1/8 in. thick (e.g., shredded scrap, turnings, etc.) may be sloped from the inside edge of the car sides and ends.
4. Light scrap metal loaded below 12 in. of top of car sides and ends requires no securement or covering.
5. Loose scrap metal, 1/8 in. and over not meeting the requirements of Notes 2, 3, and 4 must be secured to prevent falling from car.

Please Reference the General Rules in Section No. 1 of the Open Top Loading Rules Manual for additional details.

To assist your undertaking of the requirements, this advisory includes sample exhibits of scrap metal loads that do not observe mandatory AAR Rule 5 and exhibits that are loaded to the specifications of the rules:

**INCORRECT CROWNING and DISTRIBUTION OF PRODUCT OVER THE CAR SIDES**



These three Photographs illustrate open top gondola type cars that have scrap metal loaded in violation of open top regulations Section No. 2, Part 1 196 3/1/00  
AAR Open Top Loading Rules Manual  
Fig. 87 (Rev. 9/96) (New 2/60)  
**SCRAP, LOOSE AND BALED—GONDOLA CARS**  
Sections 3, 3(a&b), 4 and 5.

*As indicated by the arrows, scrap metal can be seen hanging over the side of the cars, as well the metal is loaded right up the sides and ends to the top where it will eventually hang or fall over the top edges creating a safety hazard.*

Below photos illustrate proper loading procedures, depicting scrap metal gondola loads which do not exceed 18 inches above side of car and there is sufficient room on the sides for the product to settle into as well there is no scrap hanging over the sides of the car.



The Damage Prevention & Claims Services has other valuable safety information and tips on the proper loading of commodities.

Your attention to this very important issue is necessary. If you require additional information, including the actual pages from the Open Top Loading Rules, please contact Canadian Pacific Railway's Damage Prevention and Claim Services group at 1-877-277-3732 or by email at [contact\\_dpfc@cpr.ca](mailto:contact_dpfc@cpr.ca).