



ASSOCIATION OF AMERICANRAILROADS

Safety and Operations

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To the Members:

Effective June 1, 2013, AAR Circular OT-23-C, Removal of Owner's Registered Reporting Marks or Initials from Locomotives, Passenger, Freight and TOFC/COFC Equipment at the Time of Sale, is canceled in its entirety.

The Umler Committee reviewed the circular and determined that the instructions are no longer applicable because all equipment must be registered in the Umler file in order to be handled in interchange service. The registration of equipment is prescribed under AAR Interchange Rule 93, Field Manual, Code of Car Hire Rules – Freight, Rule 1.A. and Freight Tariff 6007, Items 180 and 605.

Please be governed accordingly,



Association of American Railroads
Safety and Operations • Business Services
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CIRCULAR No. OT-23-C

IN EFFECT AS OF NOVEMBER 1, 1981

REMOVAL OF OWNER'S REGISTERED REPORTING MARKS OR INITIALS FROM LOCOMOTIVES, PASSENGER, FREIGHT AND TOFC/COFC EQUIPMENT AT TIME OF SALE

The attention of the Association is frequently directed to the failure by owners to remove their name, reporting marks or initials from locomotives, passenger and freight equipment at the time of sale, which in many instances results in subsequent erroneous reporting to the former owner for rental and bills for repairs to equipment.

When equipment is sold, the owner's name and registered reporting marks or initials must be obliterated or have a distinctive line drawn through them, before leaving his possession.

In cases of sold equipment moving by rail beyond the station where the sale is consummated, the name of the new owner, sufficient to identify the party responsible for all revenue or other charges, must be painted, stenciled or boarded thereon and such identification should be required under the terms of the sale. Appropriate numeric identification should also be applied where applicable.

Mechanical Interchange Rule I-4-a (Field Manual) states that in the application of all these rules, cars shall be treated as belonging to companies or individuals whose reporting marks they bear. Rule I12-G-7 (Office Manual) prescribes that in rendering bills, cars shall be treated as belonging to companies or individuals whose reporting marks they bear and that charges for repairs to all cars bearing like reporting marks will be billed against that one company or individual at one address and to one officer. TOFC/COFC Interchange Rule (Appendix A) I3 (b) prescribes that cost of all repairs for which owner is responsible shall be billed against owner. In rendering such bill, the equipment involved shall be treated as belonging to the company or individual whose name or initial it bears. Where the equipment bears no such identification, its ownership shall be determined by other means.

Failure to obliterate or line out reporting marks or initials on any equipment sold before it leaves the former owner's custody is an indication to the handling carrier that the former owner will assume all charges for any necessary repairs while equipment is en route to the consignee.

All mechanical forces should be cautioned to verify the validity of the current owner's reporting marks to avoid difficulty in obtaining reimbursement for any repairs.

On behalf of the General Committee.

Respectfully,

Supersedes Circular No. OT-23-B dated 10-1-75