



**Association of American Railroads**  
**Safety and Operations • Business Services**  
**425 Third Street, SW • Washington, D.C. 20024**

## CIRCULAR No. OT-49-A

IN EFFECT AS OF JUNE 1, 2013

### PROCEDURES FOR NOTIFICATION OF OPERATING PERSONNEL IN CONNECTION WITH THE MOVEMENT OF FRA DEFECTIVE FREIGHT CARS HOME FOR REPAIR

To The Members:

Paragraph (a)(2) of Part 215.9 – Movement of Defective cars for repair, Railroad Freight Car Safety Standards, provides that a railroad freight car which has components defective under FRA Regulations may be moved for repair only after:

“(2) The person in charge of the train in which the car is to be moved is notified in writing and informs all other crew members of the presence of the defective car and the maximum speed and other restrictions determined under paragraph (a)(1)(ii) of this section. A copy of the railroad’s ‘bad order tag or card’ contained this information may be used for this purpose.”

All foreign cars with FRA defects moving home for repairs should be accompanied by a non-revenue waybill. Such waybill should bear the prominent notation "FRA DEFECTIVE CAR MOVING FOR REPAIR – Part 215.9", showing all major defects and any restrictions governing the movement of the car. The person designated under Section 215.15 must show the maximum speed and other restrictions for safely conducting the movement of such a defective car in a train. This information must be shown on the waybill, as well as the shop card attached to the car. In order to bring the required written notice into strict, technical compliance with the regulations, the words "Normal Freight Train Speed" must be shown on these documents if no speed restriction is required for the safe movement of the car. It is assumed that each railroad which wishes to reinspect such defective cars will make the necessary arrangements to do so upon receipt in interchange to assure itself that the current written restrictions are appropriate for that railroad’s operation. Complete routing should be furnished for interline movements. A sample waybill is reproduced on the reverse side.

Carriers may modify these guidelines to cover local and other movements of FRA defective shop cars restricted to their own lines.

On behalf of the Safety & Operations Management Committee acting as the OT General Committee.

By direction of,  
**Jeffrey J. Usher**  
Asst. Vice President-Business Services

Cc: Chief Mechanical Officers (YA)

Supersedes Circular OT-49, dated February 10, 1975

**NOTE: A waybill sample form is to be attached. AAR Railway Accounting Rules, Freight Mandatory Rule 16 prescribes that all empty privately-owned cars shall move in accordance with [Form UFC 6000-M](#) (Uniform Freight Classification).**

PLACE SPECIAL SERVICE PASTERS  
HERE

SAMPLE

92.045-14

**FREIGHT WAYBILL**

To be used for Single Consignments, Carload and Less Carload

<b>STOP THIS CAR AT</b>		<b>WEIGHT IN TONS</b>		<b>LENGTH OF CAR</b>		<b>MARKED CAPACITY OF CAR</b>					
		<b>GROSS</b>	<b>TARE</b>	<b>NET</b>	<b>ORDERED</b>	<b>FURNISHED</b>	<b>ORDERED</b>	<b>FURNISHED</b>			
<b>FOR</b>		<b>C. L. Transferred to or L. C. L. Loading No.</b>		<b>DATE</b>		<b>WAYBILL No.</b>					
SP 202003											
<b>TO</b>		<b>STATION</b>		<b>STATE</b>		<b>FROM No.</b>		<b>STATION</b>		<b>STATE</b>	
Sacramento, California						Decatur, Illinois					
<b>ROUTE</b> (Show each Junction and Carrier in route order in destination of waybill)				<b>Show "A" if Agent's Routing or "B" if Shipper's Routing</b>		<b>FULL NAME OF SHIPPER, AND, FOR C. O. D. SHIPMENTS, THE STREET AND POST OFFICE ADDRESS, AND INVOICE NUMBER IF AVAILABLE.</b>					
Kansas City - UP - Ogden - SP						General Car Foreman Norfolk and Western Railway					
<b>RECONSIGNED TO</b>				<b>STATION</b>		<b>STATE</b>		<b>ORIGIN AND DATE, ORIGINAL CAR, TRANSFER FREIGHT BILL AND PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED.</b>			

**AUTHORITY**  
**CONSIGNEE AND ADDRESS**  
Southern Pacific Transportation Company  
Sacramento Shops

<b>AMOUNT</b>		<b>WEIGHED</b>	
<b>C.</b>	<b>\$</b>	<b>AT</b>	_____
<b>O.</b>	<b>FEE</b>	<b>GROSS</b>	_____
<b>D.</b>	<b>TOTAL</b>	<b>TARE</b>	_____
<b>PICKUP SERVICE</b>		<b>ALLOWANCE</b>	
YES NO		_____	
<b>DELIVERY SERVICE REQUESTED</b>		<b>NET</b>	
YES NO		_____	
		IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE, "TO BE PREPAID"	

**FINAL DESTINATION AND ADDITIONAL ROUTING**

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO-RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

Indicate by symbol in Column provided how weights were obtained for L. C. L. Shipments only. R—Railroad Scale, S—Shipper's Tare or Weights, E—Estimated—Weigh and Correct, T—Tare Classification or Minimum.

ON C. L. TRAFFIC—INSTRUCTIONS (Regarding icing, Ventilation, Heating, Milling, Weighing, Etc. If Iced, Specify to Whom Icing Should be Charged.)

ON L. C. L. TRAFFIC TRANSFER STAMPS TO BE SHOWN IN THESE SPACES

No. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	COMMODITY CODE NO.	( )	*	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	FRA DEFECTIVE CAR MOVING FOR REPAIRS - Part 215.9 Defect - Broken Body Bolster Operating Restrictions - Car Must Not Be Loaded. Normal Freight Train Speed								

DESTINATION AGENT'S FREIGHT BILL No.

<b>FIRST JUNCTION</b>				<b>SECOND JUNCTION</b>				<b>THIRD JUNCTION</b>				<b>FOURTH JUNCTION</b>				<b>DESTINATION AGENT WILL STAMP HEREIN STATION NAME AND DATE REPORTED</b>			