

# DIMENSIONAL SHIPMENTS HANDLING PROCEDURES

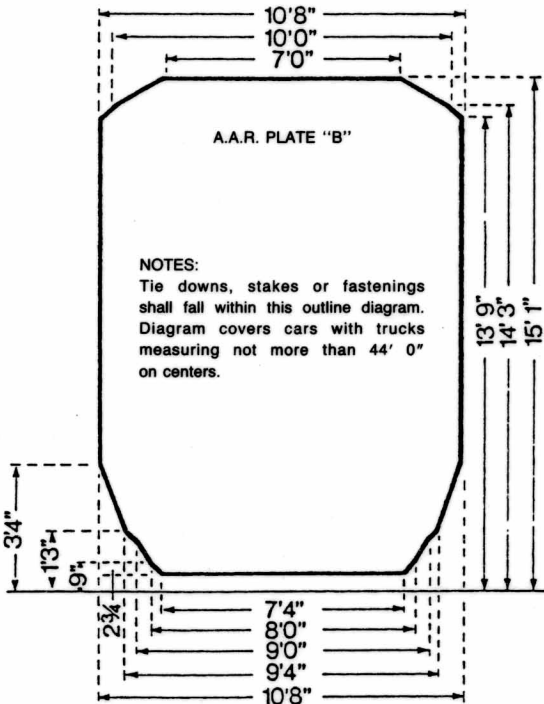
Dimensional and High & Wide shipments are classified as such for the following reasons:

1. Size
2. Weight
3. High Center of Gravity
4. A combination of any of the above

## 1. SIZE

- A. Norm is based on a single car 53' 6" long with truck centers not to exceed 44' 0" whose dimensions do not exceed AAR Plate "B".  
(See Figure 1)

Fig 1 Outline diagram for single loads  
Without end overhangs, on open top cars



- B. Lading extends beyond sides or ends of car.  
C. Height exceeds 15' 1".

## 2. WEIGHT — MAXIMUM PERMISSIBLE ON RAIL

- A. Not to exceed stencilled load limit of car.
- B. 263,000 lbs. general shipments.
- C. 270,000 lbs. 100 Ton Coal Hoppers. (Timetable restrictions apply)
- D. 286,000 lbs. tub Hoppers. (Timetable restrictions apply)
- E. Weights can usually be exceeded by the use of cars with more than four (4) axles.
- F. Weight must be equally distributed on car.

## 3. HIGH CENTER OF GRAVITY

- A. Combined center of gravity for car and load is more than 98" above the top of rail.

Any car, regardless of the number of axles, which is loaded in excess of the maximum permissible weight on rail for any portion of its route, is dimensional and requires permission of the carriers involved before it can be moved.

Shipments with a combined center of gravity for the car and the load that is more than 98" above the top of rail are dimensional. They require permission from Conrail and other roads involved before they can be moved.

#### **THE PROCESS:**

1. Customer contacts Machinery and Dimensional Services.
2. If Conrail can handle, customer will be told what type of car is required and will be given a file number to use when ordering equipment and obtaining a freight rate.
3. After car is loaded, customer must contact Customer Service Center and request inspection by car inspector.
4. Car inspector will check load for loading compliance **on patrons siding**.
5. Car inspector will measure the load and submit the dimensions (CT 925) to the Customer Service Center/NCSC.
  - (a) Customer Service Center/NCSC will complete information on CT 925 and fax to Machinery and Dimensional Services, if required.
  - (b) Car Inspector can authorize clearance, File 2000, on cars which do not require interaction with the Machinery and Dimensional Services group.
6. Machinery and Dimensional Services will obtain and issue final clearance.

Note: Clearance may only be to final serving yard, check further movements.
7. Customer Service Center will obtain authorization to move car through function "IQ HW".
  - A. Waybill will be prepared.
  - B. Electronic Clearance Message (ECM) will be pulled and attached to waybill.
  - C. CT 304-A, Excessive dimension sticker will be attached to top left side of "ECM".
  - D. Car department will attach CT 314, High and wide card, to each side of car.
  - E. Waybill and ECM will be forwarded to yardmaster.
  - F. T 1580 will be issued to pull car from patron's siding or team track for movement.

#### **WHAT TO LOOK FOR BEFORE MOVING CAR:**

1. Does car appear to be improperly loaded?
  - A. Is load unevenly distributed?
  - B. Does bracing/blocking/banding appear to be inadequate?
2. Is there overhang on sides or ends of car?
3. Does lading appear to be exceptionally high?
  - A. Over 15' 1" above top of rail.

#### **IF ANSWER IS YES TO ANY OF ABOVE, BEFORE MOVING CAR YOU SHOULD HAVE:**

1. Patron to yard
  - A. T 1580 to pull car.
  - B. CT 314 cards attached to car.
    - (1) Will show hold if not O.K. to pull.
    - (2) Will display high/wide and be filled in if O.K.
2. Yard to yard
  - A. Waybill
  - B. "ECM" message with CT 304-A (Excessive dimension sticker) attached to top left side of "ECM".
3. If there is any doubt that car is unsafe to move, or you lack any of the necessary documentation described above, contact your Yardmaster, Train Dispatcher or Customer Service Center.

Sources; CT 305, DICO83

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