



**RailAmerica
General Tariff**

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**HIGH WIDE HEAVY CLEARANCE PROCEDURES
(ORIGINAL)**

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GENERAL

These procedures establish instructions governing the movement of shipments in excess of Plate C dimensions and/or weighing in excess of 263,000 pounds. It applies to all RailAmerica railroads and affiliates.

Shipments weighing in excess of 263,000 pounds require that the route over which the load is to move be checked prior to movement to determine if the roadbed and structures have sufficient capacity to safely carry the load at the timetable speed authorized for the route.

- Movements of standard 286,000 lb equipment, with coupled lengths greater than 45' 8 1/2", on routes cleared for 286,000 lb service are exempt from this clearance requirement.
- Appendix A lists the RailAmerica routes defining the maximum weights for service by road.

Shipments in excess of Plate C dimensions require that the route over which the load is to move be checked prior to movement to determine if there is sufficient horizontal and vertical clearance to pass the load.

- Movements of standard equipment with larger plate dimension on routes cleared for those plates are exempt from this clearance requirement.



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The RailAmerica General Manager, or designee, where the excess dimension / excess weight load will originate, terminate or traverse is the point of contact for initiating all required clearance files.

In the case of the loads originating on RailAmerica, the servicing road is responsible for ensuring the clearance request is generated based upon the customer's information. This clearance request must be provided to each railroad along the proposed route and the movement cannot be authorized until each clearance request is answered in the positive.

In the case of loads terminating on or traversing over RailAmerica tracks, the receiving road is responsible for processing the inbound clearance request. The movement cannot be accepted at interchange until the clearance is approved by the appropriate RailAmerica department.



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CLEARANCE PROCEDURE

Clearance requests for movement of excess dimension / weight loads shall be initiated with the General Manager, or designee, of the RailAmerica road where the movement originates, terminates or traverses.

At the minimum, this clearance request shall include:

- Shipper name and address
- Destination name and address
- Proposed route
- Commodity and STCC
- Net weight
- Gross weight
- Load type
- Car number or series
- Car capacity
- Number of axles
- Number and type of idler cars
- Drawing showing the shape and dimensions
- Overall length
- Overall width
- Overall height
- Base length
- Overhang length
- Maximum dimensions by height above top of rail
- Special handling instructions



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If other than AAR approved, registered, and stenciled equipment is to be used, the clearance request shall include equipment length, truck centers, number of axles, axle spacing, wheel diameter, and any car manufacturer's restrictions on the horizontal or vertical track alignment over which the equipment must not be used.

For movement over RailAmerica tracks the clearance request shall be routed by email for RailAmerica approval as follows:

- General Manager, or designee, for coordination and tracking.
- Local Roadmaster for dimensional clearance.
- Local Roadmaster for track ability to carry proposed movement.
- Director of Structures for structural ability to carry proposed movement.
- Local salesperson to collaborate with High Wide Heavy Marketing representative in Jacksonville to establish market based rate before presenting to customer.
- Local Industry for determination if their track, structures and clearances are sufficient to handle the proposed movement. If requested, RailAmerica may assist in this determination.
- Transportation Service Center and the appropriate dispatching center to ensure the appropriate instructions are issued to affected train crews.



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At locations where the rail weight is less than 100#AS, the Roadmaster shall determine the appropriate speed restriction depending on tie condition, timetable speed and total weight of movement.

At locations where bridge capacity is less than that required for the timetable speed permitted, the Director of Structures shall determine the appropriate speed restriction.

Additional operational restrictions against passing movements should be considered where the overall car width or overhang in curves could impact traffic on adjacent tracks.

If the load cannot be moved on the specified route, the General Manager shall be notified of the roadbed, clearance or structure condition preventing movement.

Once the load is approved for movement, the local Mechanical forces shall inspect the load for proper loading and restraint prior to movement.

- If Class 1 connecting partners provide mechanical inspection of exceptional loads, this inspection shall be accepted as meeting this inspection requirement.



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HANDLING OF OVERLOADED CARS

When it is determined that a car is loaded beyond its registered and stenciled capacity the cars shall not be moved until the extent of the overload is determined.

The customer shall be notified by servicing railroad that identified the overload and be given the opportunity to take corrective action.

For cars in transit that are found to be overloaded, the following actions shall govern further movement:

- 220,000 lbs Gross Rail Load Cars:
 - Up to 4,000 lbs. overload, the car may be moved without mechanical inspection.
 - Up to 10,000 lbs. overload the car may be moved if it passes mechanical inspection.
 - Greater than 10,000 lbs. overload (230,000 GRL) requires load reduction.
- 263,000 lbs Gross Rail Load Cars:
 - Up to 4,000 lbs. overload, the car may be moved without mechanical inspection.
 - Up to 10,000 lbs. overload the car may be moved if it passes mechanical inspection. Speed should be reduced by one track class for the movement.
 - Greater than 10,000 lbs. overload (273,000 GRL) requires load reduction.
- 286,000 lbs Gross Rail Load Cars:
 - Up to 1,500 lbs. overload, the car may be moved without mechanical inspection.
 - Greater than 1,500 lbs. overload (287,500 GRL) requires load reduction.

In all cases the local Sales Manager and Marketing Representative shall be notified of overload condition as the above only covers acceptance criteria involving car, track and structures and does not take into account pricing issues.



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PUBLICATION OF CLEARANCE RESTRICTIONS

As a common point of reference, Tariff RA 1000 and the Timetable for each RailAmerica property shall contain its published weight limit and clearance information. This information can be published at the railroad or subdivision level.

Weight limits published in excess of 263,000 lbs must be justified by one of the following source documents as approved by the Director of Structures:

- A current bridge rating demonstrating capacity sufficient for the intended car weights for each of the structures on the route.
- A copy of the predecessor railroad's bridge roster that contains bridge rating information demonstrating capacity sufficient for the intended car weights at the time of transfer.
- A copy of the predecessor railroad's timetable or tariff information showing the route clearance at the time of transfer.

Lines cleared for 263,000 cars shall include the minimum car length shall not be less than 43' 0".

Lines cleared for 286,000 cars shall include the minimum car length shall not be less than 45' 8 ½".



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QUESTIONS

Any questions pertaining to RailAmerica's Clearance Procedures shall be forwarded to the Director of Structures (or his designate) for handling and approval:

W. S. Riehl III, P.E.
Director of Structures
RailAmerica, Inc.
7411 Fullerton Street, Suite 300
Jacksonville, FL 32256
Email: bill.riehl@RailAmerica.com
Phone: 904-538-6062
Facsimile: 904-256-0587



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APPENDIX A

RAIL AMERICA PROPERTIES Maximum Weight	SCAC	WEIGHT RESTRICTIONS			
		263,000 lb	268,000 lb	271,000 lb	286,000 lb
Alabama & Gulf Coast Railway	AGR		All routes except those listed under 286,000		MP 707 to MP 731.2 in the Magnolia Subdivision
Arizona & California Railway	ARZC				Entire Route
Bauxite & Northern Railway	BXNR				Entire Route
California Northern Railway	CFNR				Entire Route
Cape Breton & Central Nova Scotia	CBNS	All routes except those listed under 268,000	MP 0 to MP 15 on Sydney Subdivision and MP 0 to MP 116.02 on Hopewell Subdivision		
Carolina Piedmont	CPDR				Entire route
Cascade & Columbia River Railroad	CSCD	All routes except those listed under 268,000 or 286,000	MP 60 to MP 137		MP 6 to MP 60
Central Oregon & Pacific	CORP				Entire Route
Central Railroad of Indiana	CIND				Entire Route
Central Railroad of Indianapolis	CERA				Entire Route
Chesapeake & Albemarle Railroad	CARR	Entire Route			
Chicago, Ft. Wayne & Western Railroad	CFER	All routes except those listed under 268,000			Lima & Ft. Wayne Subdivisions
Connecticut Southern	CSO	Entire Route			
Dallas, Garland & Northeastern	DGNO				Entire Route
Eastern Alabama Railway	EARY	Entire Route			
Goderich-Exeter Railway	GEXR	All other routes except those listed under 268,000 and 286,000	Goderich & Exeter Subdivisions		Guelph Subdivision
Grand Rapids Eastern Railroad	GR	Entire Route			
Heron & Eastern Railway	HESR				Entire Route
Indiana & Ohio Railway	IORY	All other routes except those listed under 286,000			DTI North, DTI Middle, DTI South, Mechanicsburg, Oasis Greenfield Midland and Urbana Subdivisions
Indiana Southern Railroad	ISRR	Entire Route			
Kiamichi Railroad	KRR	All other routes except those listed under 286,000			MP 620.2 to MP 700.2 on the Ashdown and Lakeside Subdivisions
Kyle Railroad Company	KYLE	Entire Route			
Messena Terminal Railroad	MSTR				Entire Route
Michigan Shore Railroad	MSR	Entire Route			
Mid-Michigan Railroad	MMRR	All other routes except those listed under 286,000			St Louis Subdivision
Missouri & Northern Arkansas	MNA				Entire Route
New England Central Railroad	NECR	All other routes except those listed under 286,000			MP 64.4 to MP 78 on the Palmer Subdivision
North Carolina & Virginia Railroad	NCVA			Entire Route	
Ottawa Valley Railway	OVR	All other routes except those listed under 286,000			Cartier, Chalk River and North Bay Subdivision
Otter Tail Valley Railroad	OTVR				Entire Route
Point Comfort & Northern Railway	PCNR				Entire Route
Puget Sound & Pacific Railway	PSAP				Entire Route
Rockdale, Sandow & Southern Railroad	RSSR				Entire Route
San Diego & Imperial Valley Railroad	SDIY				Entire Route
San Joaquin Valley Railroad	SJVR				All Routes except Clovis Subdivision
South Carolina Central Railroad	SCRF				Entire Route
Southern Ontario Railway	SOR	Entire Route			
Texas Northeastern Railroad	TNER	Entire Route			
Toledo, Peonia & Western Railway	TPW				Entire Route
Ventura County Railroad	VCRR	MP 4.8 to end of Port Hueneme Subdivision			All routes except those listed under 263,000