Hazardous Materials Notice

Federal Railroad Administration, Office of Safety, Hazardous Materials Division
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Issue Date: MAR 2 4 2003	HM Notice Number: HM-104
Revision: Original	49 CFR Section(s) Affected: (Examples) 172.102, 173.22, -.22a, -.24, -.31(b)(1), -.240(a), 174.67, and -.85
Page: 1 of 2	Key Words: tank car, covered hopper car, pressure differential car.
Approved:	

Summary:

The purpose of this Notice is to clarify issues surrounding AAR (Association of American Railroads) Class 207 cars. NOTE: This notice annuls and replaces former HM-09 and HM-94-06.

Discussion:

Until 1996, AAR 207 cars were listed in the Tank Car Manual[1] as tank cars. From then on, they were reclassified as "pressure differential covered hoppers." Following the 1996 revisions to the Tank Car Manual, AAR petitioned RSPA (Research and Special Programs Administration) to amend the "B" code Special Provisions (49 CFR § 172.102(c)(3)) to amend the wording for B59 to accommodate the reclassification. RSPA agreed and, effective January 1, 1997, the "B" code reads:

> B59 Water-tight, sift-proof, closed-top, metal-covered hopper cars are also authorized provided that the lading is covered with a nitrogen blanket.

Special provision codes[2] appear in column 7 of the hazardous materials table[3] and contain packaging provisions, prohibitions, exceptions from requirements for particular quantities or forms of materials, and requirements or prohibitions applicable to specific modes of transportation. "Special provisions" include multi-modal codes (numbers only), air transportation codes ("A" codes), bulk packaging requirements, ("B" codes), highway transportation codes ("H" codes), non-bulk packaging requirements ("N" codes), rail transportation codes ("R" codes), IM portable tank codes ("T" codes), and water transportation codes ("W" codes).

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[1] Formally, the *Manual of Standards and Recommended Practices,* Section C - Part III, Specifications for Tank Cars, Specification, M-1002, ¶3.4, (AAR.400), © Association of American Railroads, Washington, DC, incorporated by reference 49 CFR § 171.7(a)(3).

[2] See 49 CFR § 172.102, generally.

[3] 49 CFR § 171.101.

AAR Class 207 cars are authorized to transport bulk solid dangerous chemicals listed in the hazardous materials table with the B59 special provision. Examples include calcium carbide and phosphorous pentasulfide. AAR 207 cars are designed to accept a minimum internal pressure of 15 psig (103kPa) and are used to carry granular commodities, both hazardous and non-hazardous, that are unloaded pneumatically. These cars can be constructed of carbon steel (AAR 207A***W), aluminum (AAR207A***ALW), and alloy steel (AAR207A***W6).

Because these cars are not tank cars, they are not required to have shelf couplers under 49 CFR § 173.31(b)(1), and the provisions for unloading tank cars at § 174.67 do not apply. However, when placarded for Group 2 materials, Class 207 cars are subject to the train placement requirements of § 174.85, and the packaging requirements at §§ 173.24, and 173.24b continue to apply.

Inspectors and others with safety interests are advised that AAR 207 cars containing hazardous materials should be inspected like any other similarly loaded bulk conveyance: the hazardous materials regulations on registration, shipping papers, placarding, emergency response information, training, and transportation should be considered when inspecting an AAR 207 covered hopper car.

This notice annuls and replaces former HM-09 and HM-94-06.

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