

PREFACE

This is the fifth edition and supersedes the earlier edition of this pamphlet. It contains some changes and revised Railway Association of Canada (RAC) Loading Rules. This pamphlet will aid members of the Canadian Forces and railway inspectors in ensuring safe rail transport of equipment. It contains general information, procedures, and figures for the correct tie-down of military equipment on rail cars.

This pamphlet covers minimum standards; your local railroad may require additional securement based on the condition of the rail car or other factors that cannot be standardized. The pamphlet is not designed to cover every military vehicle in the Canadian Forces inventory or other NATO forces visiting or exercising in Canada under the Status of Forces Agreement (SOFA). The vehicles covered herein are those most commonly transported by rail. When in doubt, check with the Loading Rules of the Railway Association of Canada or with the mechanical personnel of the railroad transporting your equipment.

Remember, all equipment loaded onto rail cars must be firmly and properly secured to counteract longitudinal, lateral, and vertical forces. AAR General Rules require both the rail carrier and the shipper to comply with all applicable loading rules and observe the drawings and specifications of applicable figures.

The law in Canada, clearly defined in The Railway Safety Act which governs the loading regulations on open top cars, shall be complied with by all concerned.

<p>NOTE: NATO visiting Forces using the North American Rail System cannot use the NATO tiedown chain system used by their Forces in Europe.</p>
