Railway Association of Canada

TIE-DOWN CONFIGURATIONS FOR STANDARD RAIL FLAT CARS

Usually, the Canadian Forces move their equipment on specially equipped rail cars. However, when there is a shortage of such equipment, standard flat cars have to be used.

In this section, we will cover very briefly different commonly used figures to load military equipment on standard flat cars which require different types of tie-down and additional blocking and bracing.

The HLVW (10 Ton Truck), the TLARS (Track way Launching and Recovery System) and the APC (Personnel Carrier) will be used in this presentation as basic information to describe the proper procedures.

Furthermore, when loading vehicles on a standard flat rail car, allow 12 inches minimum clearance from the A end of the car and 24'' from the B end (brake end).

SECUREMENT STEPS

NOTE: WHEN ATTACHING BLOCKING AND BRACING ON STANDARD FLAT RAILCARS, USE THE FOLLOWING ORDER TO GET THE BEST RESULTS.

1. NAIL FRONT CHOCK BLOCKS TO DECK IN FRONT OF EACH WHEEL.
2. ATTACH AND TENSION WIRE ROPE TO FRONT OF VEHICLE.
3. NAIL REAR CHOCK BLOCKS TO DECK IN BACK OF EACH WHEEL.
4. ATTACH AND TENSION WIRE ROPE TO REAR OF VEHICLE.
5. APPLY SIDE BRACING/BLOCKING TO THE OUTSIDE OF EACH WHEEL BUT BE SURE TO APPLY PROTECTIVE MATERIALS BETWEEN THE SIDE BRACING AND TIRE TO PREVENT CHAFFING WHILE IN TRANSIT.