

## TRACKED VEHICLES ON STANDARD RAIL FLAT CAR

In general, the Army inventory of tracked vehicles shares a similar track assembly configuration. The differences between vehicles are mostly the weights. Many tracked vehicles are wider than the rail car. Therefore, when loading tracked vehicles onto flat cars, be sure to center the vehicle on the flat car. The overhang of the vehicle on each side of the flat car must be equal to avoid rail clearance difficulties.

Once the tracked vehicle is in place on the flat car do not set the brakes until chock blocks are in place (see paragraph 1 below). Wire the turret lock and elevating mechanisms in place and engage any hull-mounted barrel lock. Put two complete wire rope loops around the barrel and secure one to each side of the hull. This procedure provides positive visible protection against the barrel elevating or the turret turning.

The following general procedures apply to figures in the tie-down guide:

### **1) CHOCK BLOCKS**

Locate appropriate chock block against the front of the track and secure to the deck. Instruct the driver to pull forward until the tracks are up on the front blocks a few inches and set the brake. Next, place the appropriate block against the rear of the track, and nail it to the deck. Release the brake and allow the vehicle to settle against the blocks.

### **2) SIDE OR LATERAL BLOCKING**

When possible, apply side blocking to the outside of the treads. When side blocking is not possible, apply lateral blocking on the interior of the treads. The lateral blocking frame may be put on the floor and secured before loading the tracked vehicle. To do this, measure the inside distance between the treads, cut the lumber and nail it to the flatcar deck. Then, carefully guide the vehicle onto the flat car. Interior lateral blocking can be deleted when the vehicle is shipped in controlled train service, which is generally short distance over rails owned or controlled by a single carrier. You will have to get the inspector's approval for this type of service.

### **3) WIRE ROPE**

Attach wire rope from the tie-down shackle on the vehicle to the side stake pocket, and secure with four clamps of the same diameter as the cable. Two pieces of wire rope are normally attached at each end of the vehicle, but both the size and number of cables will depend on the weight of the vehicle. Apply a thimble and a cable clamp at the point where the wire passes around the side stake pocket, to prevent the wire rope from chafing. Also, overlap the wire rope at least 24 inches.