

FINAL RECOMMENDATIONS

1. When ordering specialized railroad freight equipment, shippers should specify cars equipped with tie-down devices in the quantity required for proper attachments of their vehicles.
2. Vehicles must face in the same direction and be uniformly spaced along the length of the car to allow enough space at each end of the car and between the vehicles for securement. The angle of the tie-down must be as close to 45 degrees as possible. Quarter/ton trucks loaded on Bi-Level cars may have approximately 10'' space between each vehicle and maintain a 45-degree angle for the tie-down, however, bigger vehicles will need more space to achieve the same target.
3. Tie-downs **ARE NOT** to be secured to axles, springs, or bumpers of vehicles.
4. Gearshift levers on vehicles equipped with automatic or standard transmissions should have the gearshift lever wire-tied in the neutral position if necessary.
5. Open hooks must be secured over the opening to prevent the hook from becoming disengaged from the chain link to which it is secured. Clevises/shackles equipped with screw pins must have additional securement (wire).
6. Do not mix wheeled and tracked vehicles as a serious accident could occur when loading a tracked vehicle with the bridge plates installed.
7. Tank gun barrels must be placed in the tank gun brace and securely fastened. If gun brace is missing or broken, two 3/8-inch wire rope loops must be placed around the gun barrel, securing one loop to each side of the hull. Substitution of wire or banding is prohibited.
8. Hand brakes on vehicles must be set, except when stated otherwise in the individual vehicle-operating handbook.
9. Height and width of the load should not exceed railway line clearances. If it does, acceptance of the railroad must be obtained.
10. Loaded vehicles should not exceed the load limit specified on the car and/or the weight limit in a specific figure.