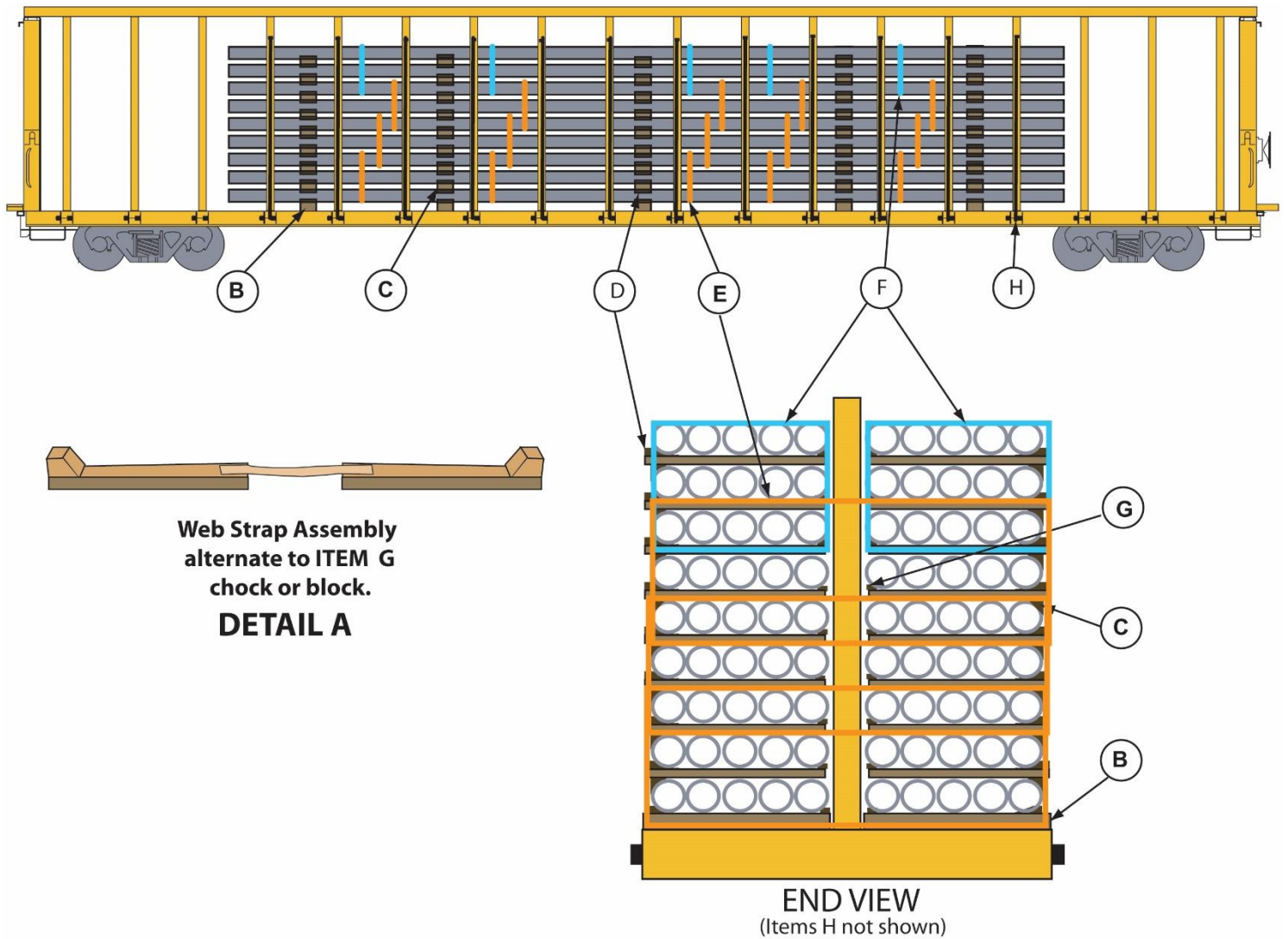


PIPES 8 in. TO 20 in. O.D. MINIMUM LENGTH 20 FEET, ON RISERLESS CENTRE 'A'
FRAME CAR EQUIPPED WITH CABLE OR WEB STRAP TIE DOWNS AND CUSHIONED
UNDER FRAME.

RAC 12006C
New 07-2012





**Railway Association
of Canada**

**PIPES 8 in. TO 20 in O.D. MINIMUM LENGTH 20 FEET, ON RISERLESS CENTRE 'A'
FRAME CAR EQUIPPED WITH CABLE OR WEB STRAP TIE DOWNS AND CUSHIONED
UNDER FRAME.**

RAC 12006C (Continued)
New 07-2012

Item	No. of Pcs.	Description
A		Vacant
B	Minimum 2 per 12 ft and 1 for every 10 ft or less	Bearing Pieces: Rough full 2"X6" clear Douglas Fir or hardwood
C	Minimum 2 per 12 ft and 1 for every 10 ft or less.	Separators: Rough full 2"X6" clear Douglas Fir or hardwood. Length sufficient for the placement of chocks.
D	One per item B and two per item C	Outboard Chock Blocks: Wood chalk blocks 4 x 6 x 6 wedge shape, cut for maximum contact for particular pipe diameter, one on item B and one on and under item C. Secured to Items B & C with five or six 16-D nails.
E	Min 2 per 12 ft pile and 1 for every 10 ft or less.	Interlacing bands: AAR 1 ¼" X .029 high tension steel bands may be substituted with Type 1A Grade 6 polyester cord strapping. Item E Interlacing bands encircle the bottom 3 layers (both sides of partition) compressing the three bottom layers from both sides against the center partition. Repeat process to interlace 3 rd layer to the next 3 layers immediately above and continue to the top of load.
F	Min 2 per 12 ft pile and 1 for every 10 ft or less.	Encircling bands: AAR 1 ¼" X .029 high tension steel bands may be substituted with Type 1A Grade 6 polyester cord strapping. Encircle the top two rows together separately on both sides of the partition. Item E interlacing bands secures the last 2 layers on top of the load to the third layer.
G	One per item B and per item C	Inboard Chock Blocks: Wood chalk blocks 2 x 4 x 6, one on item B and one on item C. Secured to Items B & C with five 16-D nails. May be substituted with alternate web strap as per Detail A.

PIPES 8 in. TO 20 in O.D. MINIMUM LENGTH 20 FEET, ON RISERLESS CENTRE 'A'
FRAME CAR EQUIPPED WITH CABLE OR WEB STRAP TIE DOWNS AND CUSHIONED
UNDER FRAME.

RAC 12006C (Continued)
New 07-2012

Item	No. of Pcs.	Description
H	All cables to be used.	Tie Down Cables: 3/8 in. diameter, of 8,800 lbs. minimum breaking strength. Cable assemblies must be equipped with edge protectors. Winch assemblies must be equipped with a device to maintain tension. Prior to tightening, there must be a minimum of 2½ wraps of cable around the winch drum. All cables in load area must be used and must be free of kinks and tangles. Tension to be applied with the use of an 18 in. bar or ¾ in ratchet. Cables are to be secured to A-frame in slot nearest to top row of pipes.
Alt. H	All straps to be used.	Web tie-down: polyester webbing, 4 in. wide with a Minimum Break Strength of 20,000 lb. The web strap must be routed through the web guide closest to the top of the load, over the load, and then to the fixed winch or securement point on the side sill. Thread at least 6 in. of webbing through the slot in the winch mandrel. Prior to tightening, there must be a minimum of 2 wraps of webbing around the winch mandrel. The strap is to be tensioned by the effort of one person using a winch bar 30 in. to 40 in. long. All straps in load area must be used.

NOTES:

1. Load must be equally distributed on both sides of the centre partition.
2. Centre line of outside pipe must be within inside edge of car side sills
3. For item F depending on the number of rows of pipe, the band can either encircle the top three row or encircle just the top two rows with item E interlacing the second row from the top
4. Each side by side pile to be made up of same diameter and nominal length pipe (Nominal = plus or minus 2 feet).
5. All pipes in each layer must be of the same diameter. Load pattern must be mirrored on opposite side of centre beam to keep weights even.
6. When load consists of different diameter pipes, the widest layers are to be placed in the bottom of the load, with narrower layers placed above.
7. Load must be centered on the car leaving voids equally distributed at each end of car. When more than one pile is placed on each side of car, each pile must be placed against each bulkhead

PIPES 8 in. TO 20 in O.D. MINIMUM LENGTH 20 FEET, ON RISERLESS CENTRE 'A' FRAME CAR EQUIPPED WITH CABLE OR WEB STRAP TIE DOWNS AND CUSHIONED UNDER FRAME.

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8. Corner protectors *must* be used on all cables.
9. Load weight distribution must be in accordance with AAR Genera Rule 3.4 indicating the percentage of deck length utilized versus correspondent permissible percentage of load limit for that length, see table below.

Allowable load limit on reduced deck length utilized

<i>Percent of deck length utilized</i>	<i>100</i>	<i>75</i>	<i>50</i>	<i>25</i>
<i>Percent of load limit permitted</i>	<i>100</i>	<i>75</i>	<i>50</i>	<i>25</i>

10. Separators must not come in contact with cables and should be located just inboard of cables towards centre of car to offer maximum protection in the event of load shifting.
11. Height of load must not exceed height of bulkhead or centre stake, whichever is less.
12. This load may be dimensional. Car must be checked and proper clearance received from originating railway. If in doubt contact originating railroad.
13. Item E, Interlacing bands, should be placed centered between beams to offer maximum protection and spacing in the event of load shifting.
14. Car floors, bearing pieces and separators must be free of ice snow and other debris prior to loading.
15. Couplings, sleeves, or thread protectors must be staggered to avoid contact and maintain even load.

See General Rules for further details