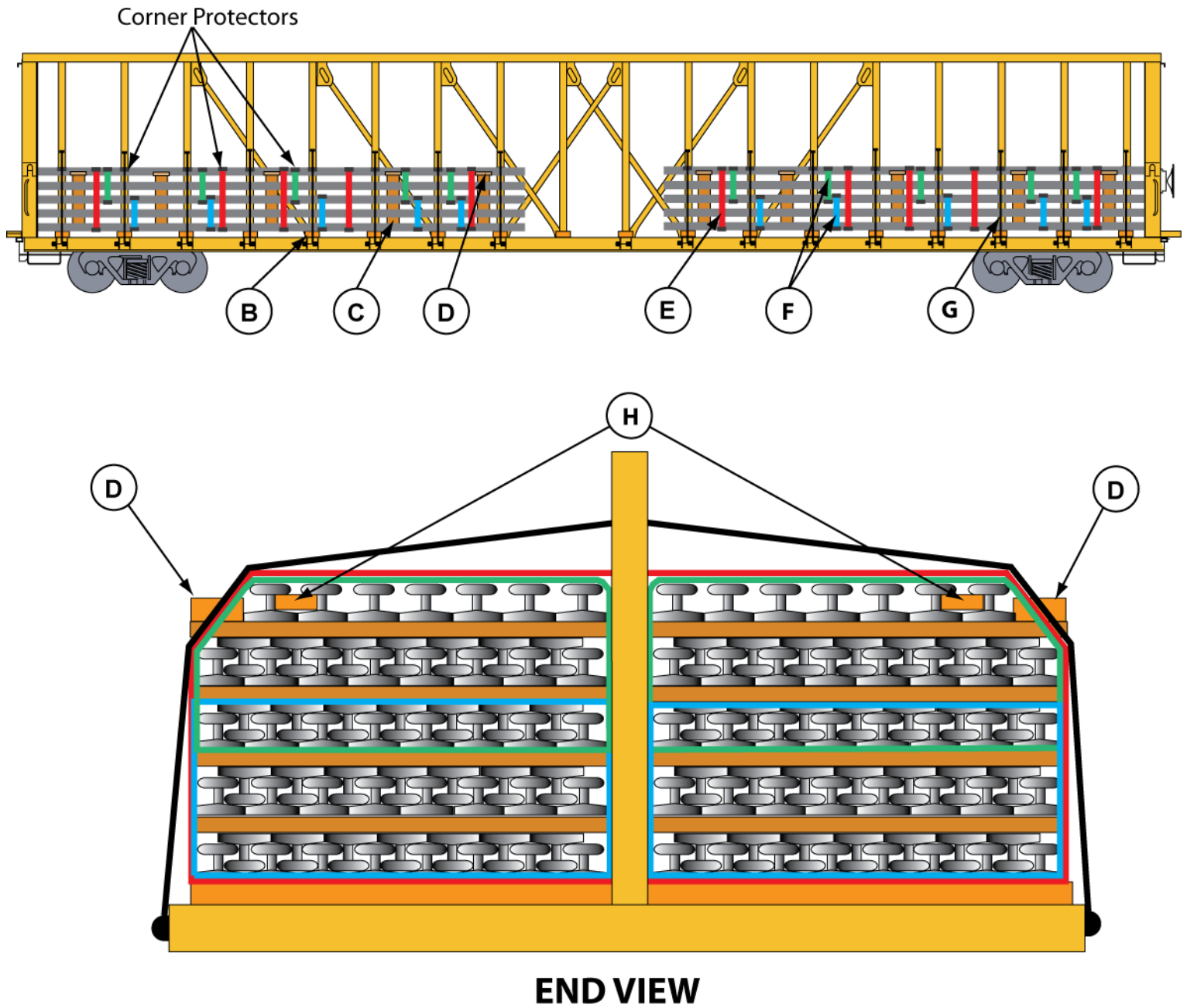


RAILS LOADED ON CENTER BEAM CARS

RAC 12011

New 06-2020



RAILS LOADED ON CENTER BEAM CARS

RAC 12011 (Continued)

New 06-2020

Item	No. of Pcs.	Description
A		Vacant
B	5 per pile	Bearing pieces: cars are equipped with permanent floor bearing pieces.
Alt B	5 per pile	For cars without bearing pieces: wooden bearing pieces minimum. 1 in. X 4 in. Douglas fir or hard wood.
C	Minimum 5 per layer each pile	Separators: hardwood minimum 1 in. by 4 in. full width permissible. Five for 40' rail or less, with one additional separator for every 8' or less. Douglas Fir Coastal Type acceptable min 2 in. X 4 in.
D	2 per ITEM C	Top Row: Chock blocs, Hardwood secured against rail and nailed to ITEM C , separators, when top row is narrower than layer below.
E	5 per pile	Encircling bands: Encircling bands are to be 2" X 0.044 in. high tension steel or Type 1A Grade 7 Polyester strap. Bands are encircling both sides of center beam and placed midway between center beam posts.
F	5 per side each pile as described	Interlacing bands: interlacing bands are to be 2" X 0.044 hi tension steel or Type 1A Grade 7 Polyester strap. 5 interlacing bands per side encircling from the bottom layer over the 3 rd layer and 5 more encircling from under the 3 rd layer over the top of the load.
G	Cables	All cables to be used. If length permits pass cable over rail and place into key slot or hook-on opposite side, then tension.
H	3 per pile	Filler blocks: Hardwood, 3 ½ in. x 5 ¼ in. x minimum 8 in. long. Locate on top tier only, at both ends of rail, between outside rail and the adjacent rail at banding points. See END VIEW .

NOTES:

1. Load must be equally distributed on both sides of the center partition.
2. Centre line of outside rail must be within inside edge of car side sills and not foul key slot.
3. Each side-by-side pile to be made up of same size and nominal length rail (Nominal = plus or minus 2 feet).

RAILS LOADED ON CENTER BEAM CARS

RAC 12011 (Concluded)

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4. All rail in each layer must be of the same dimension with the exception of the top layer. When rails of different dimensions are placed in the top layer the largest is to be to the inside with descending diameters to the outside. Load pattern must be mirrored on opposite side of center beam to keep weights even.
5. When load consists of different dimension rail the widest layers are to be placed in the bottom of the load, with narrower layers placed above.
6. 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.
7. Corner protectors **must** be used on all cables, steel banding and polyester straps.
8. Load weight distribution must be in accordance with AAR General Rule 3.5.2 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>

9. Separators must not come in contact with cables and should be located just inboard of cables towards center of car to offer maximum protection in the event of load shifting.
10. Height of load must not exceed 60 in. above bearing pieces.
11. Items E&F Encircling and Interlacing bands should be placed centered between beams to offer maximum protection and spacing in the event of load shifting. When load consists of two piles per side, Items E&F Interlacing and Encircling bands on end piles should be placed in such a manner as to afford maximum protection in the event of load shifting.
12. Car floors, bearing pieces and separators must be free of ice snow and other debris prior to loading.

See General Rules for further details.