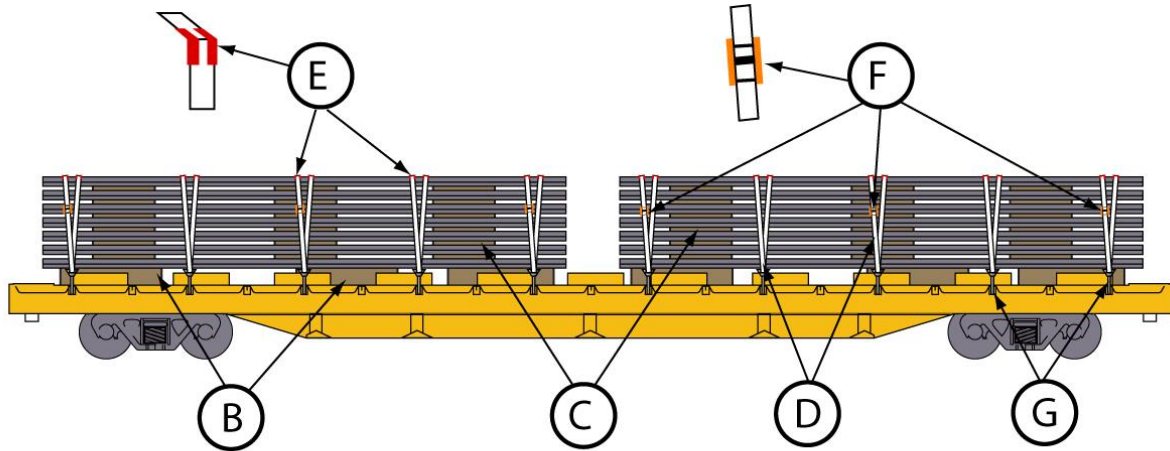




PLATE OR SLAB HORIZONTAL, STEEL, 20 FT. LONG OR OVER
LOADED ON FLAT CARS OR BULKHEAD FLAT CARS EQUIPPED WITH
CUSHION DEVICES AND SECURED WITH TYPE 1A POLYESTER STRAPPING
GRADE 8

RAC 12014B

Revised 04-2022

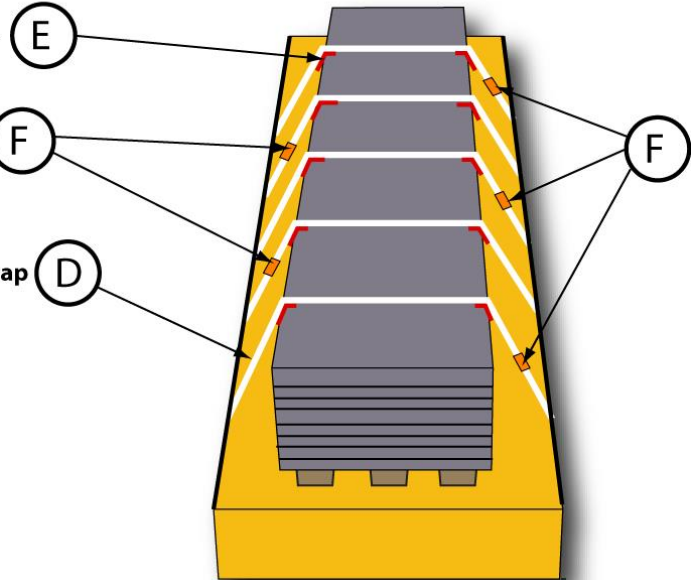


Corner protector (E)

Ladder buckle (F)

Web tie-down strap (D)

J- Hooks (G)



SKETCH 1



J-HOOK
PHOTO 1



LADDER BUCKLE
PHOTO 2



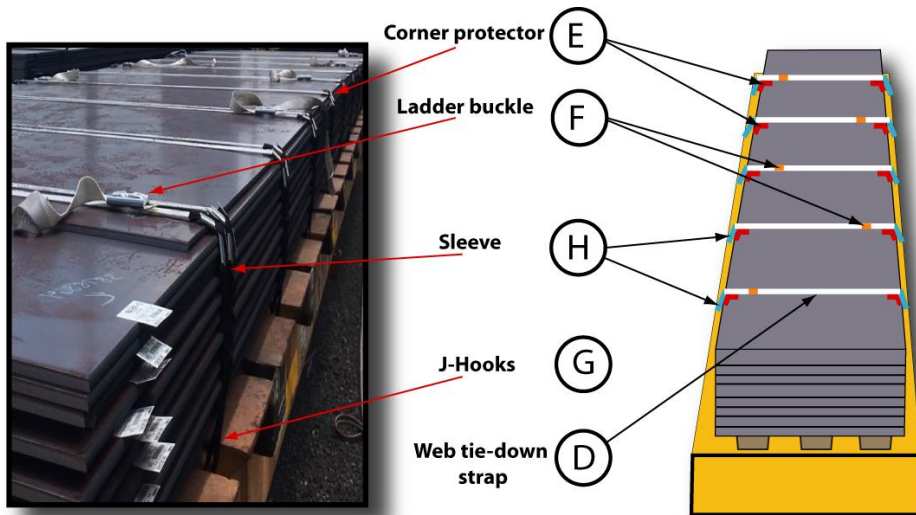
CORNER PROTECTOR
PHOTO 3



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GRADE 8

RAC 12014B (Continued)

Revised 04-2022



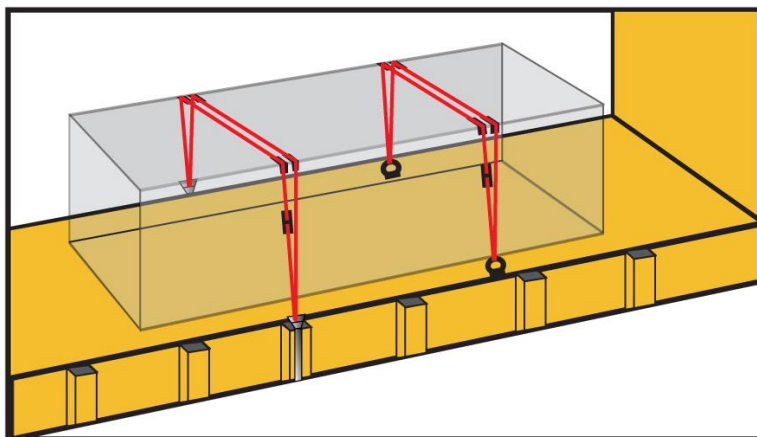
SKETCH 2



SLEEVE
PHOTO 4



SLEEVE
PHOTO 5



DOUBLE TIE DOWN METHOD
SKETCH 3



PLATE OR SLAB HORIZONTAL, STEEL, 20 FT. LONG OR OVER
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GRADE 8

RAC 12014B (Continued)

Revised 07-2021

Item	No. of Pcs.	Description
A	2 feet from handbrake	When car is equipped with a side mounted handbrake, the load can be placed 1 foot from end of car at both ends.
B	As required	Bearing Pieces: Hardwood, minimum 1 in. x 3 in. x 8 ft. secured to car floor. Locate pieces longitudinally no more than 3 ft. apart and no more than 12 inches from ends and sides of piles with others equally spaced between but not less than 3 feet apart. When bearing pieces are placed crosswise their surface area must be equivalent to the lengthwise pieces and their length equivalent to the width of the load. (See note 2)
C	As required	Separators: Lumber, 2 in. x 4 in. Locate pieces longitudinally no more than 3 ft. apart and no more than 12 inches from ends and sides of piles with others equally spaced between but not less than 3 feet apart. When separators are placed crosswise their surface area must be equivalent to the lengthwise pieces and their length equivalent to the width of the load.
D	5 per pile 20ft. long add 1 for each additional 4 ft. or less	Web tie-down straps: AAR approved Type 1A polyester Grade 8 strapping, secured to stake pockets with ladder buckles with J-hooks ITEM F. (double tie-down method SKETCH 3) Place end straps 12 in. from the end of each pile with others equally spaced between
E	4 per tie-down strap	Corner Protectors: of the type “CEG2” illustrated, must be designed for non-metallic strapping and have sides folded over to prevent strap from sliding. (See drawing ITEM E and PHOTO 3 for example)
F	1 per tie-down strap	Ladder Buckles: (PHOTO 2) AAR approved buckle as per table 19.3 Buckles must be placed alternately side to side. (i.e. first band buckle on right side of load, second band buckle placed on the left side of load and so on. (See SKETCH 1).
G	2 per tie-down strap	J-Hook: (PHOTO 1) AAR approved Hook as per table 19.3 or equivalent. Can be substituted by D-rings if car is so equipped.
H	2 per tie-down strap	Sleeves: (See SKETCH 2 and PHOTOS 4 and 5)

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GRADE 8**

RAC 12014B (Concluded)
Revised 04-2022

NOTES:

1. Load is to be centered on car at origin.
2. On cars equipped with permanent steel bearing pieces wood bearing pieces must be higher than the steel. Bearing pieces are optional on cars having wooden floors.
3. When using an equivalent J-Hook webbing must be protected against sharp edges.
4. Anchor points on the car must be inspected to ensure their integrity.
5. Corner protectors for steel banding are not acceptable.
6. D-rings in item G must be part of the car structure.
7. Inspect stake pockets for cracks in welds and or deformity prior to attaching securement.

For further details see General Rules.