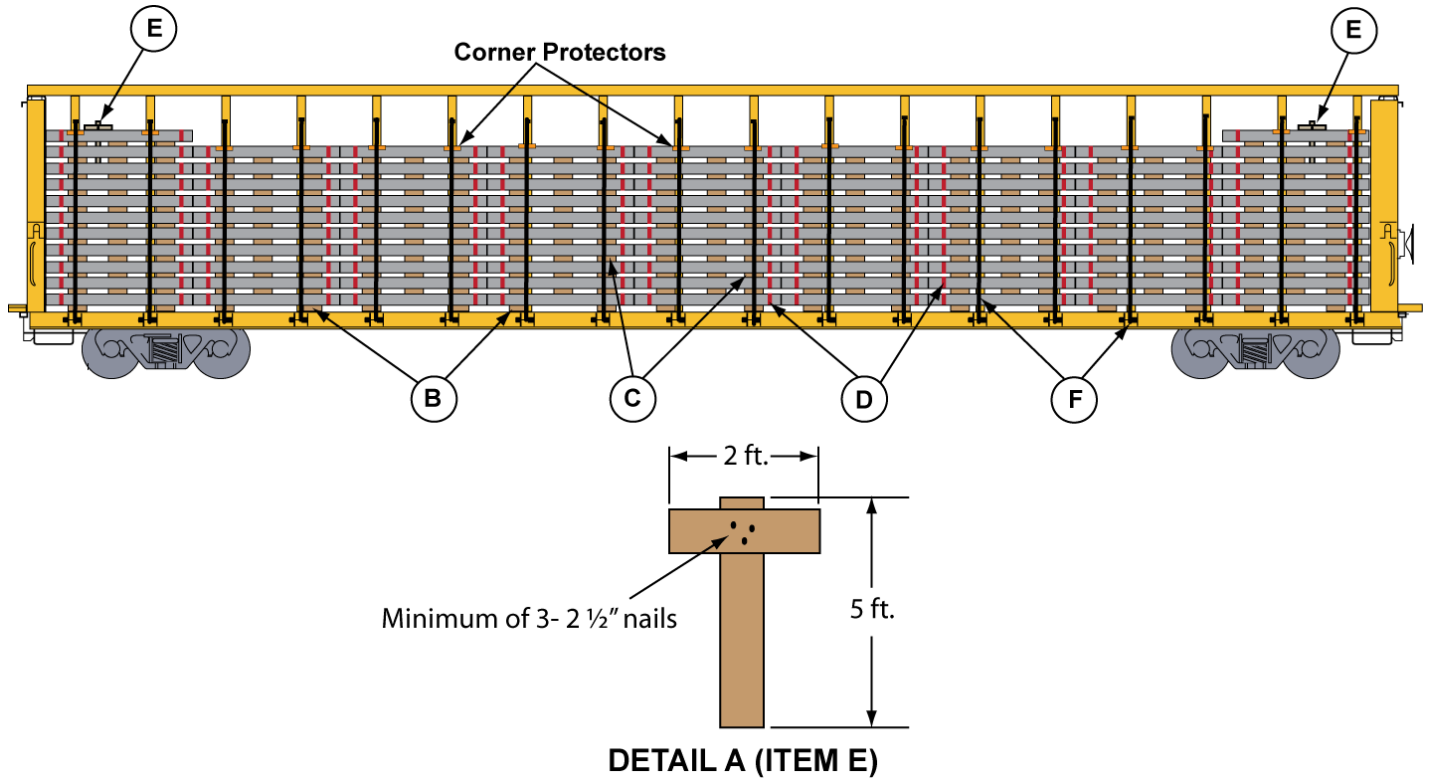


HEAVY DUTY WELDED WIRE MESH ON CENTRE A FRAME CAR EQUIPPED WITH CABLES OR WEB STRAP TIE DOWNS AND CUSHIONED UNDER FRAME.

RAC 12435

New 07-2016



Item	No. of Pcs.	Description
A		Vacant
B	Minimum 2 per 10 ft and 1 for every 10 ft or less	Bearing Pieces: Rough full 2"X6" clear Douglas Fir or hardwood. Not required on riser style cars.
C	Minimum 3 per 10 ft and 1 for every 10 ft or less.	Separators: Minimum 2"X3" lumber. Length to be equal to but not greater than width of load.
D	Minimum 2 per 10 ft and 1 for every 10 ft or less.	Packages ties: steel bands ¾ in. X .020 in.(2000 LB MBS)

HEAVY DUTY WELDED WIRE MESH ON CENTRE A FRAME CAR EQUIPPED
WITH CABLES OR WEB STRAP TIE DOWNS AND CUSHIONED UNDER FRAME.

RAC 12435 (Continued)

New 07-2016

Item	No. of Pcs.	Description
E	1 per each top package either side of a void	<p>T bar: made up of a 5 feet 2 in. X 4 in. with 2 ft. cross T piece secured with a minimum of 3- 2 in. nails. See DETAIL A. . Must penetrate a minimum half way on complete layer package below.</p> <p>Not required on complete layers with no void</p>
F	All cables to be used.	<p>Tie Down Cables: 3/8 in. diameter, of 8,800 lbs. minimum breaking strength. Cable assemblies must be equipped with edge protectors and applied. 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 mesh.</p>
Alt. F	All straps to be used.	<p>Web tie-down: polyester webbing, 4 in. wide with a minimum 5,000-lb working load limit. 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. Tension to be applied to all winch mandrels; 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. Polyester web straps require heavy duty corner protectors to protect strap from abrasion.</p>

HEAVY DUTY WELDED WIRE MESH ON CENTRE A FRAME CAR EQUIPPED
WITH CABLES OR WEB STRAP TIE DOWNS AND CUSHIONED UNDER FRAME.

RAC 12435 (Concluded)

New 07-2016

Notes:

1. Load must be equally distributed on both sides of the centre partition.
2. Voids, if any, must be in center of car with ends placed against bulkhead and kept to a minimum. Layers differing in combined length resulting in longitudinal void space are to be configured so as to locate layers with the greatest void at the top of the load and descending in void length toward the bottom. Bridging of packages is not allowed in this figure.
3. Corner protectors *must* be used on all cables and web straps.
4. Load weight distribution must be in accordance with AAR General Rule 3.4 indicating the percentage of deck length utilized versus correspondent permissible percentage of load limit for that length, see table below. Unless car is stenciled otherwise.

Allowable load limit on reduced deck length utilized.

Percent of deck length utilized	100	75	50	25
Percent of load limit permitted	100	75	50	25

5. 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.
6. This load may be dimensional when loading wider packages. Car must be checked and proper clearance received from originating railway. If in doubt contact originating railroad.
7. Height of load must not exceed height of bulkhead or centre stake, whichever is less.
8. Car floors, bearing pieces and separators must be free of ice snow and other debris prior to loading.

See General Rules for further details.