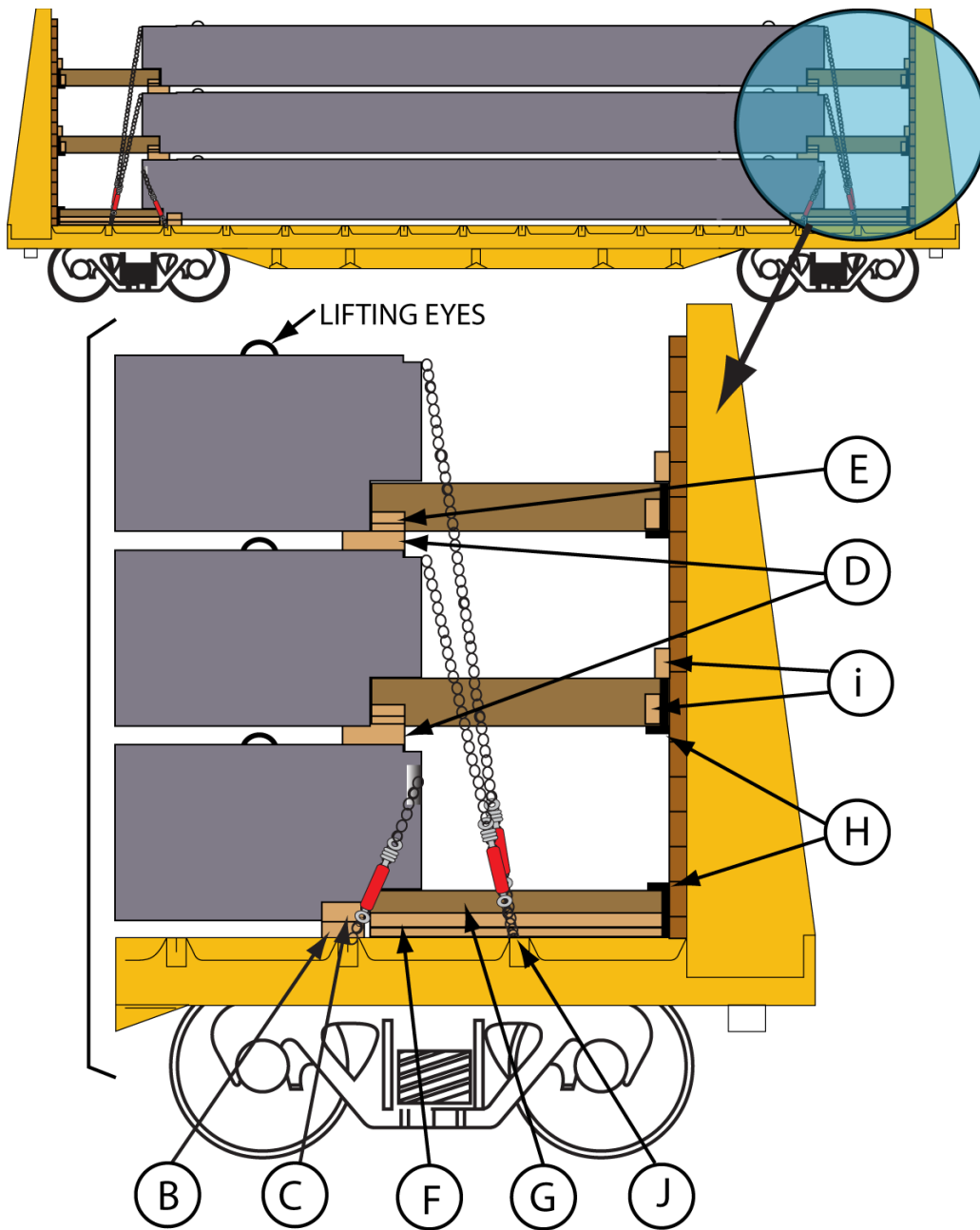


DOUBLE T CONCRETE STRUCTURE LOADED ON FLAT CAR EQUIPPED  
WITH END BULKHEADS AND CUSHIONED UNDERFRAME.

RAC 13013  
New 12- 2018

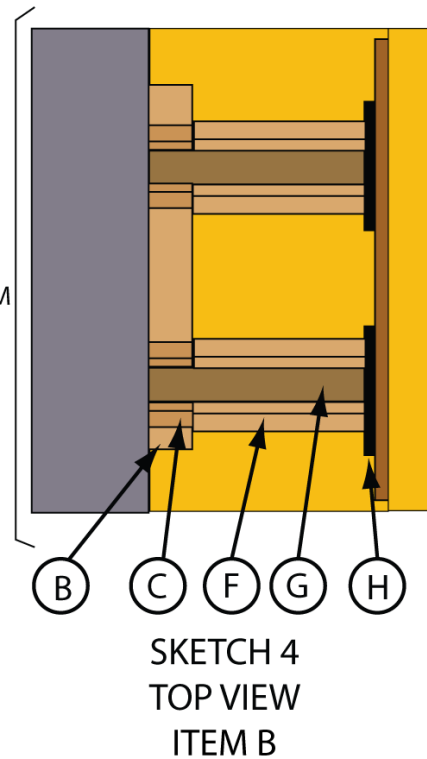
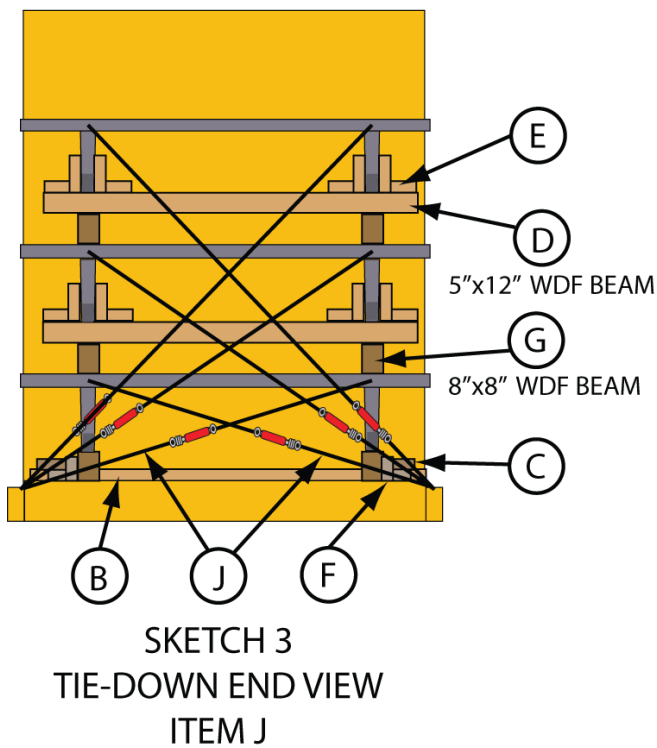
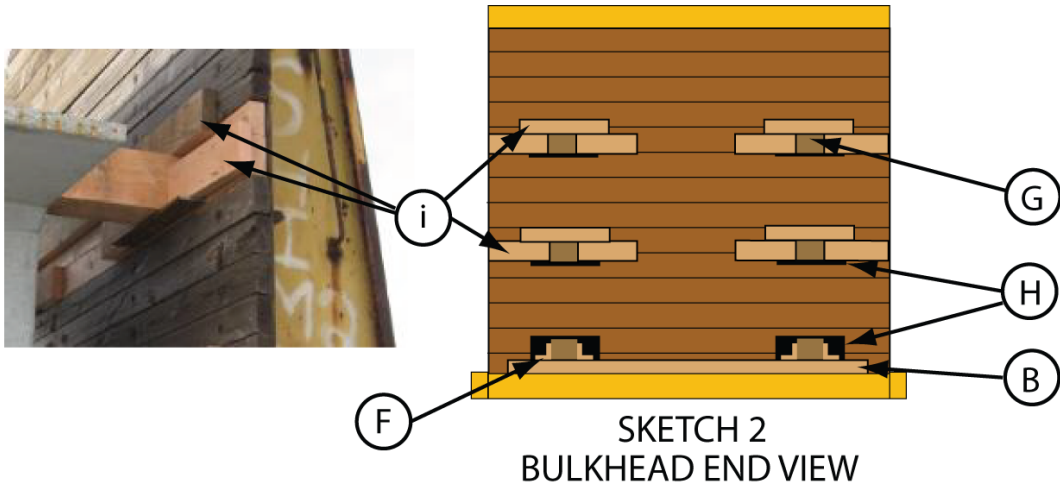


SKETCH 1  
SIDE VIEW

DOUBLE T CONCRETE STRUCTURE LOADED ON FLAT CAR EQUIPPED  
WITH END BULKHEADS and CUSHIONED UNDERFRAME.

RAC 13013(Continued)

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DOUBLE T CONCRETE STRUCTURE LOADED ON FLAT CAR EQUIPPED WITH  
END BULKHEADS and CUSHIONED UNDERFRAME.

RAC 13013(Continued)

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Item	No. of Items	Description
A		Vacant
B	2 per pile	Bearing pieces: Western Douglas Fir full 2 in. × 6 in
C	4 (first row)	Cleats: Western Douglas Fir full 2 in. × 6 in. nailed as L to car floor to prevent lateral displacement of the load. See <b>SKETCH 1</b> .
D	2 (2 <sup>nd</sup> and 3 <sup>rd</sup> rows)	Separators: 5in.x12in. Western Douglas Fir beams nailed on top of <b>ITEM G</b> . See <b>SKETCH 4</b> .
E	4 each <b>ITEM D</b>	Cleats: Western Douglas Fir full 2 in. × 6 in. nailed as L on both sides of separators <b>ITEM D</b> to prevent lateral displacement of the load. See <b>SKETCH 3</b> .
F	4 first row	Cleats: Western Douglas Fir full 2 in. × 6 in. nailed as L to car floor to prevent lateral displacement of <b>ITEM G</b> . See <b>SKETCH 1</b> .
G	12	Dunnage: 8in.x8in. Western Douglas Fir beams used to prevent longitudinal displacement of the load. Notched and fitted as per drawings. See <b>SKETCH 1, 2 and 4</b>
H	6 per bulkhead	24" X 8" X 4" X ½ inch angle iron. 12 pieces in total (6 per end) supporting Item G. Each Angle iron is mounted to bulkhead with two ½" bolts with lock nuts & large washers or 2 ½" X 2 ½" X ¼" plate so that the bolt does not pull through lining on bulkhead.
I	3 per item G (2 <sup>nd</sup> and 3 <sup>rd</sup> rows)	Cleats: Western Douglas Fir full 2 in. × 6 in. nailed to end bulkheads with 6 10D nails per, butting up on both sides and on top of <b>ITEM H</b> to prevent lateral and upward displacement of <b>ITEM G</b> . See <b>SKETCH 2</b> .
J	12	Chains: ½" Grade 70 with a MBS of 45,200 lbs. See <b>SKETCH 3</b> .

**Notes:**

1. Inspect stake pockets for cracks in welds and or deformity prior to attaching securement.
2. Load must be centered laterally and longitudinally, leaving voids equally distributed at each end of car.
3. Metal Corner protectors must be used where chains contact concrete structure.



DOUBLE T CONCRETE STRUCTURE LOADED ON FLAT CAR EQUIPPED  
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RAC 13013(Concluded)

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4. This load may be dimensional. Car must be checked, and proper clearance received from originating railway. If in doubt contact originating railroad.
5. Car floors, bearing pieces and separators must be free of ice snow and other debris prior to loading.
6. When load consists of mixed weights, heavier pieces is to be placed in lower part of load.
7. Binders: threaded portion of binder must be engaged a minimum of 4 threads prior to tensioning and locked from releasing (wired or zip tie acceptable).
8. After tensioning of chains, chains are to be struck with a hammer or bar to eliminate any possible misalignment of links. Inspect grab hook if used to ensure that they are correctly seated into chain.
9. All hooks, clevises and Binders to be secured as per Rule 21.7.8, 21.10.7 and 23.2.3 of the AAR General Rules Section 1.
10. Height of load including separators not to exceed 84 in. above top of bearing pieces

See General Rules for further details