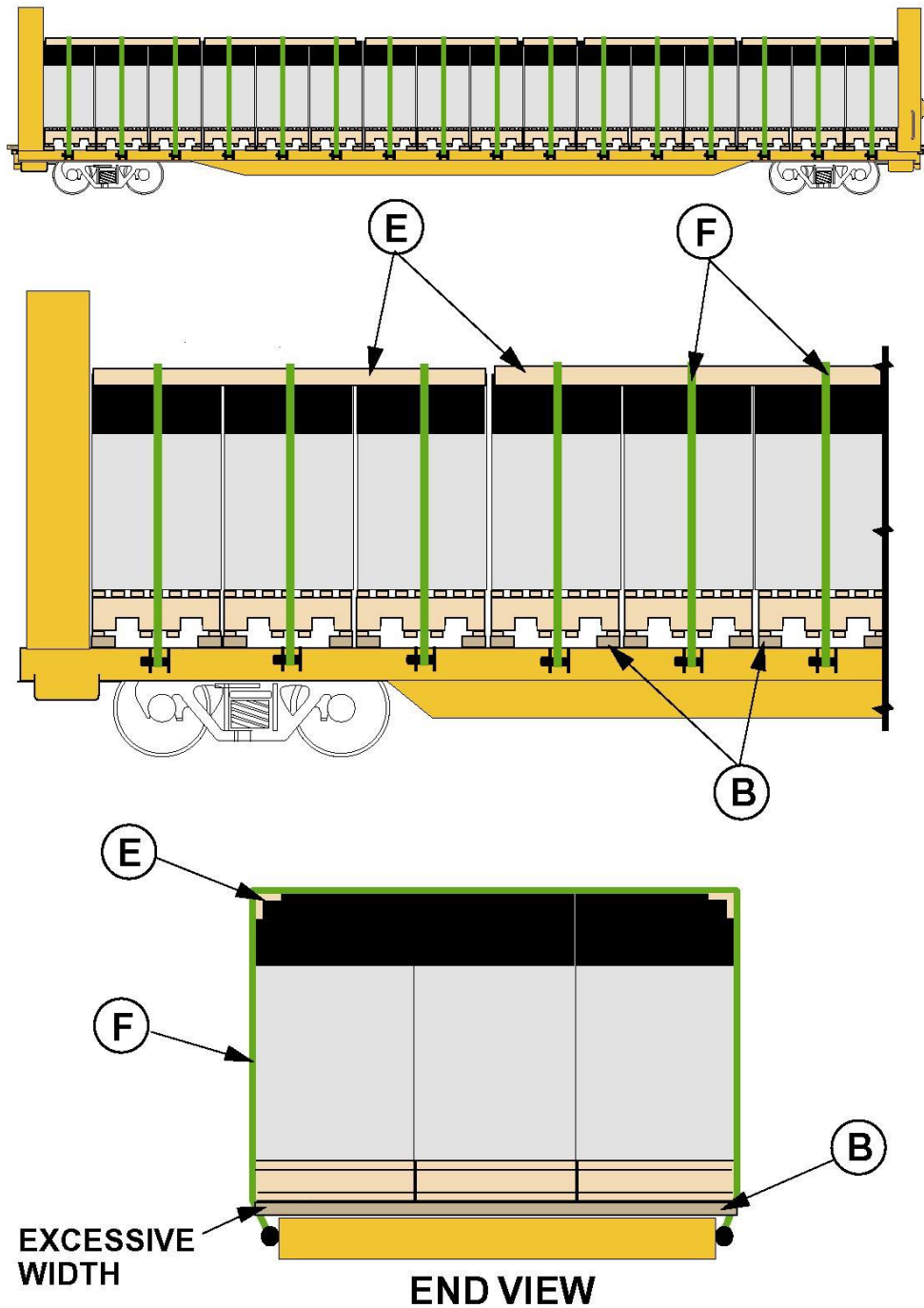


MULCH, CEDAR, PALLETIZED BAGGED FLAT CARS EQUIPPED WITH
PERMANENT END BULKHEADS AND PVC TREATED POLYESTER WEBBING
TIE-DOWN SYSTEM.

CLEARANCE FILE MUST BE ISSUED BY ORIGINAL CARRIER IF DIMENSIONAL

RAC 15000

New. 12-2002





**MULCH, CEDAR, PALLETIZED BAGGED FLAT CARS EQUIPPED WITH
PERMANENT END BULKHEADS AND PVC TREATED POLYESTER WEBBING
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RAC 15000 (Continued)
New. 12-2002 (Rev. 05-2016)

Item	No. of Pcs.	Description
A		Vacant
B	3 per package (Required only if load exceeds width of car)	Bearing Pieces: Lumber, minimum 2 in. x 8 in., width must be at least 1 in. greater than height. Length must be equal to width of load.
E	1 cap per unit.	Top corner cap: All packages in top layer must be protected by Item "E". Cap assembly consists of two pieces of lumber, 2 in. x 8 in. Locate one corner cap on top of every unit of 3 packages.
F	Minimum of 1 per package	Tie-Down Straps: PVC treated polyester webbing, 4 in. wide with a minimum breaking strength of 20,000 lbs. Secure strap to winch assemblies on each side of the car passing over top of load. Straps must be pulled tight against both sides of load including pallets and top corner caps. All straps must be used. Tension with the use of a 42 in bar.

Notes:

1. Void, if any in the load, may be filled with a part pallet specially made to occupy the space or by using inflatable bags. **NO VOID IS PERMITTED.**
2. Unit detail: each load of cedar mulch bags on a pallet is held by a double thickness of shrink-wrapped. Bags are interlocked on the pallet.
3. Top of load must be pushed in, with loader, towards center of car before tightening polyester bands. Voids between the tops of longitudinal rows must be eliminated.
4. When load exceeds plate "C" dimensions, it must be considered as a dimensional load. Proper clearance procedures must be followed.
5. Web straps maybe substituted by 1 ¼ x .029 high tension steel bands or type 1A grade 6 polyester straps.



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**RAC 15000 (Concluded)
New. 12-2002 (Rev. 05-2016)**

6. All web straps to be used.
7. Damage to product bags to be repaired prior to being placed on the rail car.
8. Damage to shrink wraps to be repaired by another layer of shrink wrap prior to placing on rail car.
9. All pallets to be of acceptable quality and strength and with no nails protruding which may damage product containment during transit.

See General Rules for further details.