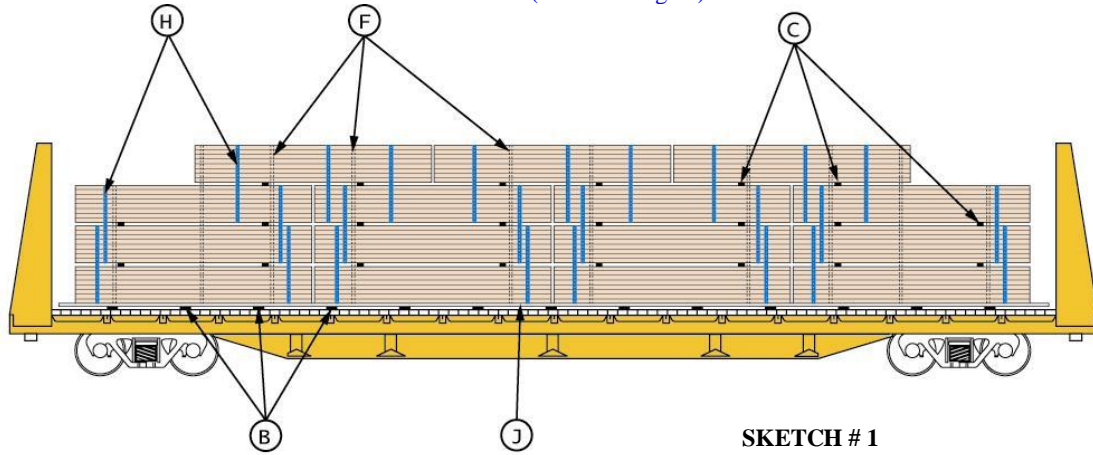


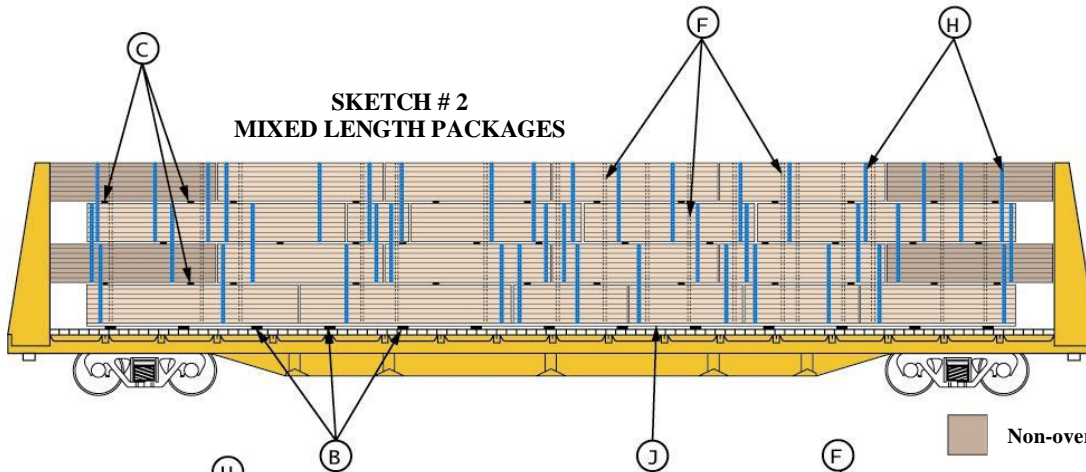
LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM
HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR
(CONVENTIONAL OR BULKHEAD)

RAC 15061

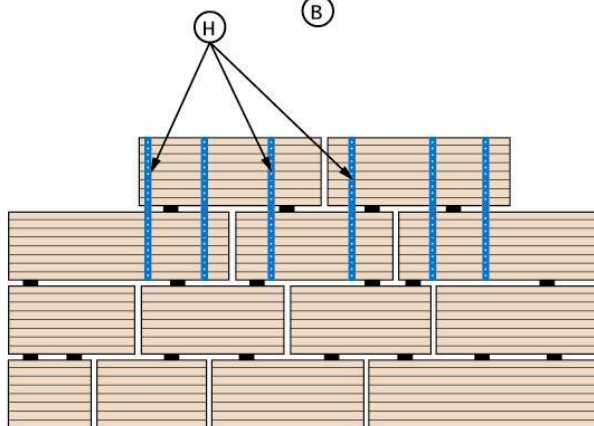
New. 01-1999 (Ref AAR Fig 61)



SKETCH # 1
UNIFORM LENGTH PACKAGES

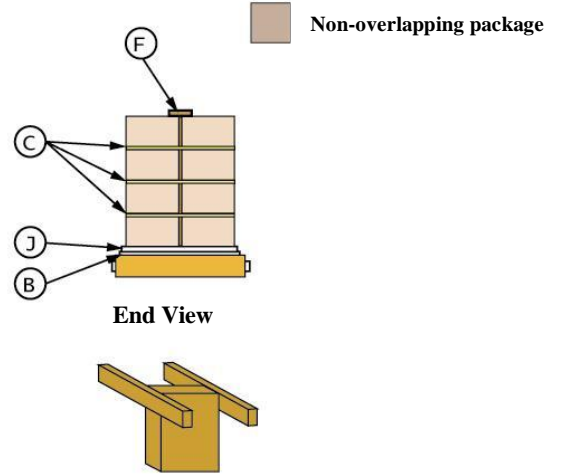


SKETCH # 2
MIXED LENGTH PACKAGES



SKETCH # 3

Note: Sketch # 3 shows the proper application of Item "H" bands to top package only. All other bands omitted for purpose of clarity.



Detail Item "F"

**LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM
HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR
(CONVENTIONAL OR BULKHEAD)**

RAC 15061 (continued)
New. 01-1999 (Ref AAR Fig 61)

Item	No. of Pcs.	Description
A	Location of load	Load should be located centrally on car but must not be closer than 2 ft. from the "B" end and 1 ft. from the "A" end of car. Conventional flat cars only. When load is prepared on flat cars with side mounted hand brakes, load may be located not closer than 1 ft. from either end of car.
B	Pile 20 ft. or less, 3 per pile. Add one for each additional 10 ft. or less in length	Floor bearing pieces, preferably rough, minimum thickness 2 in., preferably 3 in. and in one piece, width 2 in. greater than thickness. Length must extend a minimum of 6 in. beyond side of pile, but not beyond outside edge of stake pockets. Bearing pieces at all locations to be of equal height. Bearing pieces must be free of decay and strength impairing knots. Locate under pile, one about one-fifth of length from each end and one in the centre of each pile. Secure to floor with a minimum of four (4) common nails, the length to be not less than two inches greater than thickness of bearing pieces.
C	2 each package 16 ft. long or less, 3 if over 16 ft. long.	Separators, preferably rough and in one piece, minimum thickness 2 in., width 2 in. greater than thickness. Length must be equal to width of load, but not to extend beyond deck of car. Separators at all locations to be of equal height. Place one about one-fourth length from each end and one in centre of each package if needed
D		Vacant
E	2 per package	Package ties, 1275 lbs. minimum breaking strength, high-tension bands or wires, except on packages exceeding 26 inches, high-tension bands or wires with minimum breaking strength of 2,000 lbs. Locate one tie about one-fourth length from each end of package. Not required for lumber having a cross sectional area of 36 inches or greater. If dunnage is attached to packages with Item "E" bands, see General Rules.

**LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM
HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR
(CONVENTIONAL OR BULKHEAD)**

RAC 15061 (continued)
New. 01-1999 (Ref AAR Fig 61)

Item	No. of Pcs.	Description
F	Minimum of 2 between side-by-side packages at load separation when 2 in. x 6 in. are used. Minimum of 3 when 2 in. x 4 in. are used	Vertical load stabilizers, 2 in. x 4 in. or 2 in. x 6 in., free from decay and strength impairing knots, per detail. Length must extend to bottom of bottom layer but not below. Locate approximately one-fourth the distance from end of shortest package where practicable. T-pieces, as shown in Detail Item F, may be omitted when vertical load stabilizers are secured to packages in the bottom layer with two nails, at least 2 in. longer than the thickness of stabilizers.
G		Vacant
H	2 each package 24 ft. long or less except packages in top layer. Add one for each additional 8 ft. or less in length. 3 each top package 24 ft. long or less. Add one for each additional 8 ft. or less in length	Interlcing ties, 1-1/4 x .029 in. high-tension bands. It is the intent that each package in a layer is secured to package or packages in the layer above with a minimum of two bands. Place under bottom layer, encircling each package in first and second layer, locating midway between bearing pieces where practicable on packages on lower two layers only. Place through separation above bottom layer encircling each package in second and third layer, making same application at succeeding separations to encircle each package in third and fourth layer and/or fourth and fifth layer if five packages high. Each package at top of load must be secured to package or packages below with a minimum of three bands (see Sketch 3). When additional ties are required, space equally in between. Bands at the overlap of packages should be placed as close as possible to the centre of overlap.
J	1 per each side of load	Guide rails, 2 in. x 4 in. minimum, free from decay and strength impairing knots, must be continuous and extend to ends of load in bottom layer. Secure to Items "B" with three (3) common nails at least two (2) inches longer than thickness of guide rail. Guide rails must be made up of lengths spanning at least two bearing pieces, Items "B", butted and capped at each butted joint. Caps must be of same dimension material as guide rails, a minimum of 36 inches in length, secured with six 16-D nails, three on each side of guide rail joint. Joint must be made between bearing pieces. Locate straight, parallel with an approximately 1/2 in. from base of load.



LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR (CONVENTIONAL OR BULKHEAD)

RAC 15061 (continued)
New. 01-1999 (Ref AAR Fig 61)

ALTERNATE METHOD FOR APPLICATION OF GUIDE RAILS ON CARS EQUIPPED WITH PERMANENT STEEL BEARING PIECES.

Item	No. of Pcs.	Description
Alt. J	3 per each outside bottom package	<p>Lumber, 2 in. x 4 in. x 12 in., laminated to equal height of permanent steel bearing piece</p> <p>STEEL FLOOR CARS -- Secure bottom piece to car floor with two (2) 2-1/2 in. bolts, length to suit. Nail top piece to bottom piece with three (3) 10-D nails.</p> <p>NAILABLE STEEL FLOOR CARS -- Secure bottom piece to groove in car floor with four (4) 20-D nails. Nail top piece to bottom piece with three (3) 10-D nails.</p> <p>WOOD FLOOR CARS -- Secure bottom piece to car floor with four (4) 20-D nails. Nail top piece to bottom piece with three (3) 10-D nails.</p>

Notes:

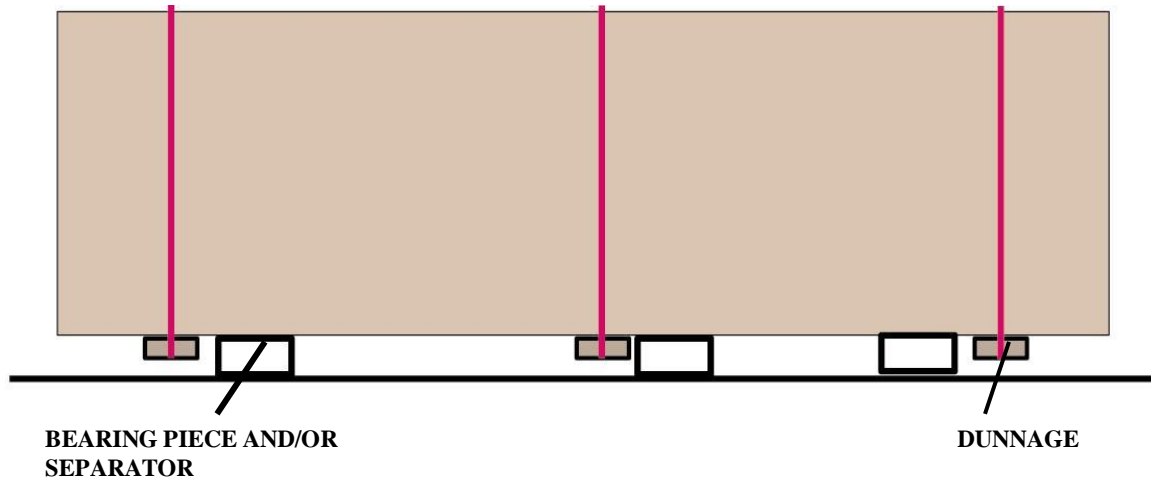
1. On cars equipped with permanent bearing pieces greater than 3 in. in height, additional piece(s) may be added to equal height of permanent bearing piece and secured in the same manner as above.
2. When practicable, blocking is to be placed as close as possible to permanent bearing pieces to prevent rolling.

See General Rules for further details

LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM
HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR
(CONVENTIONAL OR BULKHEAD)

RAC 15061 (continued)
New. 01-1999 (Ref AAR Fig 61)

**ALTERNATE METHOD FOR LOADING PACKAGES WITH ATTACHED
DUNNAGE -- BULKHEAD FLAT CARS.**



Item	No. of Pcs.	Description
Alt. B&C	2 each package 14 ft. long or less, 3 if over 14 ft. in length	<p>When attached dunnage is used, bearing pieces and separators must be of sufficient thickness to prevent attached dunnage from contacting car floor or package surface. Attached dunnage must be in one piece and their length must be equal to the width of the package but not wider.</p> <p>Attached dunnage may be applied to either the top or bottom of packages. If applied to the top of packages, all dunnage in the top layer must have one (1) 10-D nail applied in addition to the package band, to prevent displacement.</p> <p>Attached dunnage is not permitted on the bottom of bottom layer packages when loaded on conventional flat cars or on bulkheads flat cars when the total lengthwise void between bottom layer packages and the bulkheads exceeds 24 inches.</p>

LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM
HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR
(CONVENTIONAL OR BULKHEAD)

RAC 15061 (continued)
New. 01-1999 (Ref AAR Fig 61)

Notes:

1. At point of origin, shipper is to locate load per Item "A".
2. Car floors, bearing pieces, guide rails and separators must be free from ice and snow when loads are prepared under this figure. Between November 1 and March 1, stub stakes extending 10 inches above car floor, must be placed in first two stake pockets at each end of load and every other stake pocket between, on both sides of car, except when definitely known movement is in area where icing conditions will not occur. When weather conditions warrant, the originating carrier may require that stub stakes be applied prior to or beyond the dates specified for this figure. If voids between stub stakes and guide rails exceed 2 inches, suitable filler must be applied. Stub stakes, 4 in. x 4 in., may be used to provide sufficient width to accommodate full width of load and guide rails. These stub stakes will require a filler piece applied and nailed between the inside face of stub stake and side sill of car, extending from top of car deck to bottom of stake. Stub stakes may be substituted with guide rail securement devices (GSD). For application see General Rules 10(f), Section No. 1.
3. Laminated bearing pieces, separators and vertical stabilizers are not permitted, unless AAR approved and stamped.
4. Use of stickers within the individual packages is optional. When used they must be uniform thickness throughout. Length of sticker must be equal to width of package.
5. When load consists of two or more packages in any layer, inside ends of packages must be squared and butted as closely as possible together. Additional packages must be butted as closely as possible to adjoining packages with squared end toward center of car.
6. All packages must be overlapped a minimum of 24 inches, except at ends of load. A non-overlapping end package may not be placed directly on top of another non-overlapping end package. When uniform length packages are loaded on bulkhead flat cars and total lengthwise void space does not exceed 24 in., overlap is required on top packages only.
7. When necessary to maintain the overlap throughout the load, the packages at the ends of the load may overhang the packages directly below by not more than 2 ft. No packages are to overhang the packages on the car floor by more than 2 ft. Overhanging packages at ends of load must be a minimum of 10 ft. in length.



LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM
HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR
(CONVENTIONAL OR BULKHEAD)

RAC 15061 (continued)
New. 01-1999 (Ref AAR Fig 61)

8. Wider packages of uniform width should be placed on the bottom layer. Mixed width packages may be included in all layers except the bottom layer. The maximum side overhang must not exceed 6 in. beyond the width of packages on the bottom layer. When side overhang of package is 3 in. or greater, one 1-1/4 in. x .029 in. high-tension band must be applied in center of narrower package, encircling the adjacent side package, binding them tight to the vertical stabilizers.
9. Finished packages must have sides square and be of uniform height and must be composed of pieces of uniform width and thickness. All packages must be loaded with the square ends toward the center of the car.
10. Packages consisting entirely of 6 ft. lumber may be included in any layer except the top, but at least one package in from ends of load.
11. When lumber of unequal lengths is included in the same package, the following variances are allowable.
 - Solid 6 ft. packages may include 8 ft. lengths.
 - Solid 8 ft. packages may include 10 ft. lengths.
 - Solid 10 ft. packages may include 12 ft. and 14 ft. lengths.
 - Solid 12 ft. packages may include 14 ft. and 16 ft. lengths.
 - Solid 14 ft. packages may include 16 ft. and 18 ft. lengths.
 - Solid 16 ft. packages and over may include additional lengths up to 6 ft. longer.
12. Packages must be loaded tightly against vertical stabilizers in initial preparation of load, prior to application of interlacing bands.
13. Top packages must have a minimum height of 12 inches.
14. Height of load, measured from deck of car to top of top packages, must not be more than 3 ft. 8 in. greater than width of load. Vertical stabilizer material, extending more than 5 in. above top of top packages, must be removed.



LUMBER IN PACKAGES 7 FT. LONG OR OVER, PACKAGES MAXIMUM
HEIGHT 32 INCHES, MAXIMUM WIDTH 51 INCHES FLAT CAR
(CONVENTIONAL OR BULKHEAD)

RAC 15061 (concluded)
New. 01-1999 (Ref AAR Fig 61)

15. When cars have steel decks between bolsters and ends of car and/or end bulkheads, the guide rails must be one piece, length sufficient to span at least the three end bearing pieces at each end of car.
16. Partially rounded bearing pieces and separators may be used provided only the top surface width is not reduced by more than 25 percent at any point.
17. Deck of flat cars must be free of debris, snow, and ice before loading.

See General Rules for further details.