

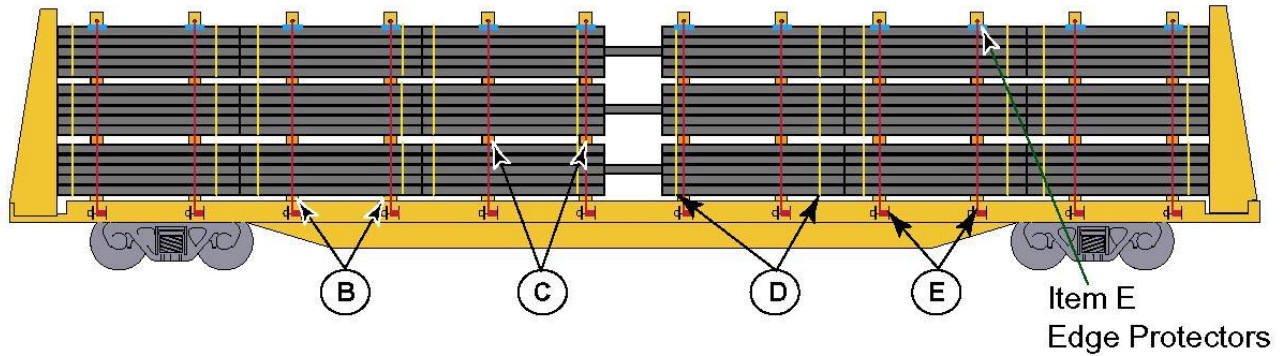


Railway Association
of Canada

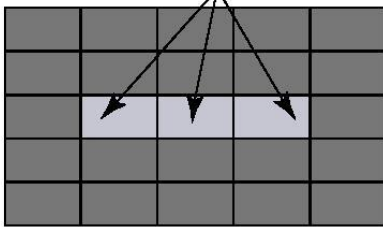
RAILROAD TIES, TREATED OR UNTREATED, PACKAGED, 8-FT LONG AND
OVER—FLATCARS WITH CENTER A-FRAME, PERMANENT END
BULKHEADS AND CABLE TIE-DOWN SYSTEM

RAC 15101

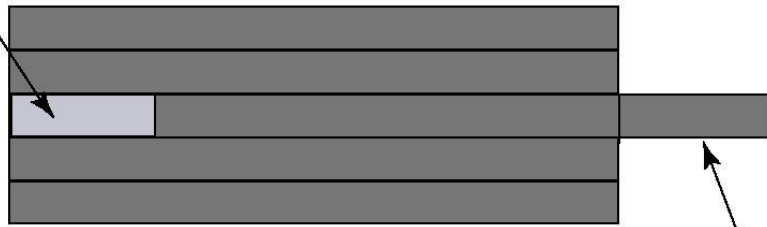
New 07-2003



Three short pieces of filler
tie nested within package.



Package End View



Package Side View

Full-length ties butted
against short blocks
in package

Three short pieces of filler
tie centered in package.



Package Top View

DETAIL A: VOID-FILLER PACKAGE



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RAC 15101 (continued)

New 07-2003

Item	No. of Pcs.	Description
A		Vacant
B	Minimum 2 per each bottom layer package.	Bearing pieces: cars are equipped with permanent floor bearing pieces wedged 90 degrees to the A-frame.
C	Minimum 2 per package (Use optional)	Separators: lumber, minimum 2 in. x 4 in., width must be greater than height. All separators in a layer must be of equal height and in one piece. Locate each approximately 12 in. to 18 in. from each end of package. Separators may be attached to top or bottom of packages with Item D package bands.
D	2 per package.	Package bands: 1 1/4 in. x .029 in. high tension bands. Locate each band about one-fourth-package length inward from each end of package.
E	Minimum of 14 per load.	Cables: 3/8 in. dia. minimum 8,800 lbs. breaking strength. Cable assemblies must be equipped with edge protectors. Winch assemblies must be equipped with a device to maintain tension. Prior to tightening, there must be a minimum of 2 1/2 wraps of cable around the winch drums. When practical, all cables must be used, and must be free of kinks and tangles. Tension to be applied with the use of an 18 in. bar or 3/4 in. ratchet. Cables are to be secured to A-frame in slot nearest to top of package.
Alt B	Min. 2 per each bottom layer package 8 ft long or less. Add 1 for each additional 4 ft..	Alternate Item B-For cars not equipped with permanent bearing pieces. Bearing pieces: lumber of one piece, preferably rough. Width must be 2 in. greater than height and the length equal to width of bottom package. Locate approximately 18-24 in. from each end of package with remaining pieces equally spaced between.



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BULKHEADS AND CABLE TIE-DOWN SYSTEM

RAC 15109 (continued)

New 07-2003

Notes:

1. Packages must be loaded end to end and the longitudinal void, if any, must be in center of load and kept to a minimum, except as provided in Note 2.
2. Should the total longitudinal void space between bulkheads exceed 24 inches but less than 48 inches, one package in each layer, located as near the center of the load as practical, must be configured in accordance with Detail A. Should the total longitudinal void space between bulkheads equal 48 inches or more but less than a full package length, two packages in each layer, located as near the center of the load as practical, must be configured in accordance with Detail A. Three short tie pieces are to be inserted flush in one end of the augmented package and must be surrounded by full length ties on each side as shown in the end view. The short tie pieces may be treated or untreated, but each must be of one piece and be equal to the width and height of other ties in the package. The length of the tie pieces are to be equal in length, and must be more or less equal to the total longitudinal void space in that layer. The length of short tie pieces must not be less than 24 inches.
3. Partial layers are not permitted in this diagram. If there are insufficient packages to complete the top layer, the size of the packages must be rearranged so as to fill out the layer space between the bulkheads.
4. All ties in a package must be of the same dimension.
5. Packages must not exceed 36 in. in height and 48 in. in width.
6. Packages must be placed tight against A-frame to prevent loosening of cables.
7. Height of load must not exceed height of A-frame.
8. All packages in a layer must be of equal height.
9. All layers on the same side of the center partition must be of equal width.



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AND CABLE TIE-DOWN SYSTEM

RAC 15109 (conclusion)
New 07-2003

Notes:

10. Unless permission has been received from the car owner in writing, the car surfaces are to be protected from creosote contamination. Polyethylene sheeting, or other suitable material may be used as an option to protect steel surface from contact with creosote. Protective material must be applied in such a fashion as to avoid displacement. Excess protective material must be removed to avoid extending beyond the car side and presenting a hazard during transit.
11. **THIS LOAD PATTERN IS UNDER TEST EVALUATION AND IS NOT YET APPROVED. ONLY CAR MOVEMENTS MONITORED BY RAC CAN BE LOADED TO THIS PATTERN**

Reference the General Rules of the *Open Top Loading Rules Manual* for additional details.