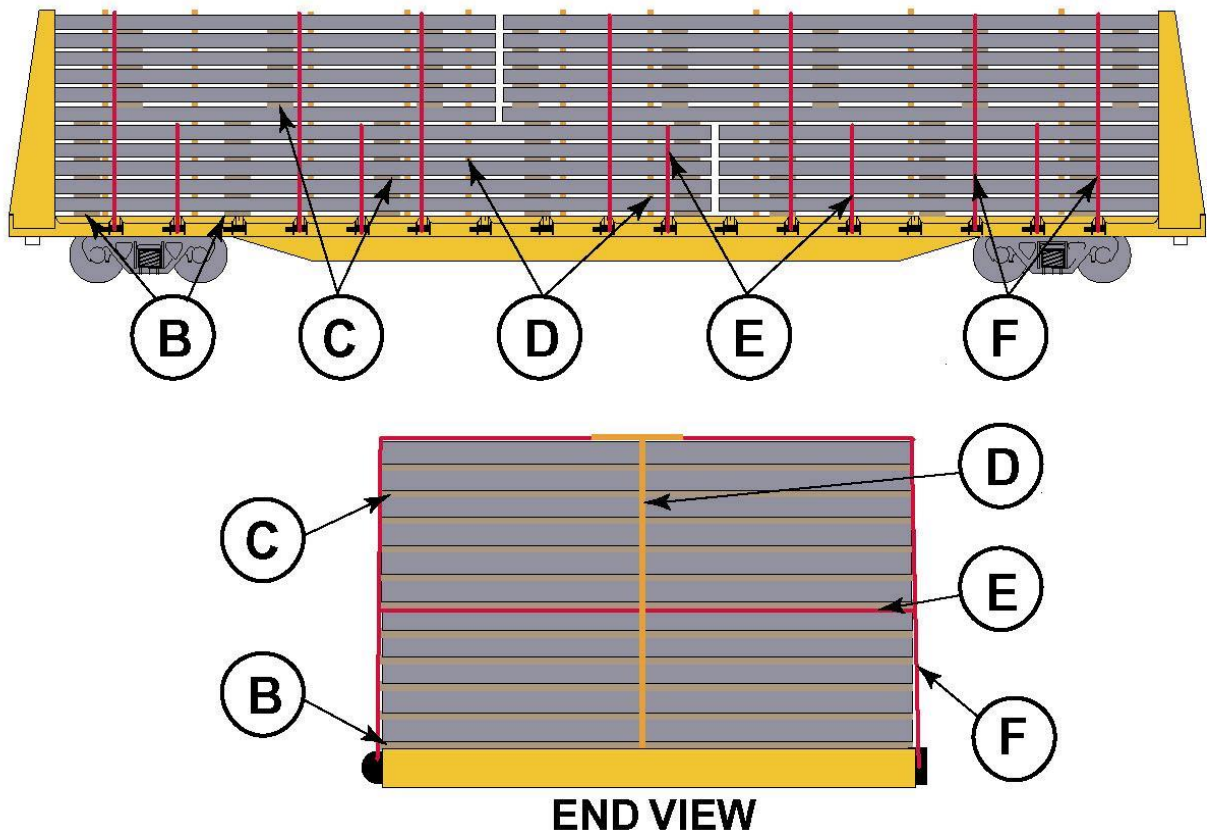




Railway Association
of Canada

ENGINEERED-WOOD PRODUCTS, LVL, PSL,
AND LSL STRUCTURAL BEAMS AND I-JOISTS,
PACKAGED—BULKHEAD FLATCARS, 52 FT LONG AND OVER, WITH PVC
TREATED POLYESTER WEBBING TIE-DOWN SYSTEM.

RAC 15112B
New 07-2004



Item	No. of Pcs..	Description
A		At origin, load must be centrally located on car, with the bottom layer no more than 2 ft from the bulkheads at each end of car.
B	Min. 2 per each bottom layer package 8 ft long or less. Add 1 for each additional 8ft.	Bearing pieces: 2 in. × 4 in. lumber, length must extend a minimum of 3 in. beyond each side of pile but not beyond the outside edge of stake pockets.



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RAC 15112B (concluded)
New 07-2004

Item	No. of Pcs..	Description
C	Min. 2 per each package 8 ft long or less. Add 1 for each additional 8ft	Separators: 2 in. × 4 in. lumber. Length equal to width of layer but not to extend beyond width of car.
D	Min. 2 per package 8 ft long or less. Add 1 for each additional 8ft	Vertical load stabilizers: 2 in. × 4 in., free from decay and strength impairing knots. Length must extend to bottom of bottom layer, but not below and must not exceed height of load. Secure each with a minimum of two nails at least 2 in. longer than the thickness of stabilizers.
E	5	Interlacing straps: PVC treated polyester webbing, 4 in. wide with a minimum of 5,000 lbs. working load limit. Strap must be secured to car on side opposite winch, passed over 5th layer and secured to winch assembly. Straps must be pulled tight against both sides of load. Tension with the use of a 24 in. to 30 in. bar.
F	7	Tie-Down straps: PVC treated polyester webbing, 4 in. wide with a minimum of 5,000 lbs. working load limit. Strap must be secured to car on side opposite winch, passed over top of load and secured to winch assembly. Straps must be pulled tight against both sides of load including bottom layer.

Notes:

1. Voids, if any, should be distributed at each end of car.

For further details see the General Rules.