

# AAR Open Top Loading Rules Manual

Fig. 58-C (Rev. 04/18) (Concluded)

(New 01/17)

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

Item	No. of Pcs.	Description
A		Vacant.
B	Minimum 2 per each	Bearing pieces: cars are equipped with permanent floor bearing pieces wedged 90° to the A-frame. bottom layer package.
C	Minimum 2 per package. (Use optional)	Separators: lumber, minimum 2 in. × 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 must fully support the package by extending the full width of the package and be placed perpendicular (90°) to the A-frame. Separators must not extend more than 2 in. past the vertical edge of the packages. Separators may be attached to top or bottom of packages with Item E package bands. If separators are located on top of packages, all packages in the top layer must have separators secured with one 10-D nail in addition to the Item E package bands
D	2 per package.	Package bands: 1 1/4 in. × .029 in. high tension bands. Locate each band about one-fourth package length inward from each end of package. (Not shown in drawings.)
E	Minimum 14 per load.	Cables: 3/8 in. diameter, 8,800 lb. minimum 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 drum. When practical, all cables must be used and must be free of kinks and tangles. Tension shall be applied with the use of an 18 in. bar or 3/4 in. ratchet. Cables shall be secured to A-frame in slot nearest to top of package.

### Alternate Item B—For cars not equipped with permanent bearing pieces

Alt B	Minimum 2 per each bottom layer package 8 ft long or less. Add 1 for each additional 4 ft.	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 in. to 24 in. from each end of package, with remaining pieces equally spaced between.
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### Notes and Additional Requirements:

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. If the total longitudinal void space between bulkheads exceeds 24 in. but is less than 48 in., one package in each layer, located as near the center of the load as practical, must be configured in accordance with Detail A. If the total longitudinal void space between bulkheads is 48 in. or more but is 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. When two augmented packages per layer must be used, they shall be oriented as shown in the main drawing.
3. Three short tie pieces shall 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 lengths of the tie pieces shall 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 be not less than 24 in.
4. 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.
5. All ties in a package must be of the same dimension.
6. Packages must not exceed 36 in. in height and 48 in. in width.
7. Packages must be placed tightly against A-frame to prevent loosening of cables.
8. Dunnage, attached or otherwise, must not be placed on top of permanent floor risers or bearing pieces.
9. Height of load must not exceed height of A-frame.
10. All packages in a layer must be of equal height.
11. All layers on the same side of the center partition must be of equal width.
12. Unless permission has been received from the car owner in writing, the car surfaces shall 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.

Reference the General Rules in Section 1 of the AAR *Open Top Loading Rules Manual* for additional details.

IMPLEMENTED 04/2018

**A-FRAME UNLOADING CHECKLIST - Contact Form**

Date: \_\_\_\_\_

Car Number: \_\_\_\_\_

Car Inspector Name: \_\_\_\_\_

	YES	NO	IF YES, HOW MANY
Brake Set	<input type="checkbox"/>	<input type="checkbox"/>	
Wheel Chocks Placed	<input type="checkbox"/>	<input type="checkbox"/>	
Loose Bands on Packs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Broken / Missing Bands on Packs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Cables Stacks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Cables Frayed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Cables Missing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Center Straps Present/ Missing			<input type="text"/>
Compression Bands Present	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Shifted Packs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Dunnage Missing/Shifted Under Packs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

Any Shifted Pack or Stack that Requires Immediate Unloading, After Un-securing, Prior to Un-securing Adjacent Stack. If So, Which One(s): \_\_\_\_\_

Comments on Load: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Employees' Acknowledgement of Awareness of Hazards:**

Each Grounds Man, Working on This Car, Sign Contact Form on other side, After Review and Understand Inspection Findings and Hazards Associated With This Car. (Preferable Just One, Max Two)

Any Additional PIE Operators Working on This Car, Sign Contact Form on other side, After Review and Understand Inspection Findings and Hazards Associated With This Car.

If new hazardous conditions are identified with load, during unsecuring/unloading, that warrant deviation from established procedure, that should be communicated on the Contact Form, on other side.