28. IDLER CARS

28.1 Idler cars must be used when a load projects beyond the end sill of a carrying car, or cars, or when it is necessary to space two carrying cars used to handle a long load.

28.2 Load Clearance

28.2.1 Sufficient clearance must be provided when loading to maintain a 4-in. vertical clearance between the overhanging portion of a load and any part of the idler car or dunnage with which it may come into contact throughout full travel of the cars draft systems (2 ft when equipped with standard draft gears and 6 ft when either car is equipped with cushion device). Longitudinal clearance shall be measured when cars are stretched and on straight track, except as noted in Rule 28.2.2.

28.2.2 Where material is flexible, the overhanging support must be applied to the idler car in accordance with Rule 11.7 to support the end of a long overhang or to provide support for the middle of a long load spanning several cars. On loads that are flexible and for which center support is required, shipper must take into account the width of the load. This provision ensures that the load does not drop from support or bind on support while negotiating curves. Load width may need to be reduced or a longer support piece may be required.

28.2.3 Space on idler cars may be utilized for loading, provided such materials are located at least 2 ft from the ends of overhanging portions when the cars are equipped with conventional draft gears. This clearance must be increased to at least 6 ft when either car is equipped with sliding or end-of-car cushioning devices.

28.2.4 An idler may be shared by loads on cars at both ends provided clearances as described in Rule 28.2.3 are maintained.

28.3 Disabling Uncoupling Mechanism

28.3.1 To prevent accidental or unintentional separation of the load-carrying car(s) and the companion idler car(s), all uncoupling mechanisms between such cars must be made inoperative in accordance with Fig. 28.1.

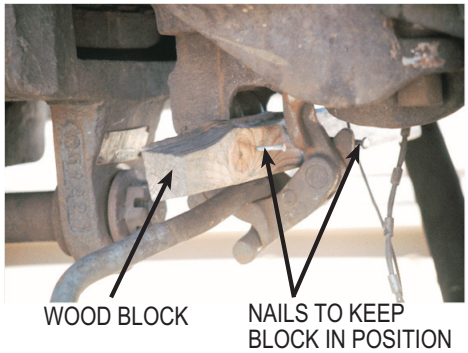

Fig. 28.1 Example for making uncoupling mechanism inoperative

28.3.2 Uncoupling mechanisms must not be disconnected or removed in order to be made inoperative.

28.3.3 Once the car(s) is made empty, *shipper must* arrange for uncoupling levers and handbrakes on all equipment to be made operational before cars are moved.

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29. LOADS ON ONE CAR OVERHANGING ONE OR BOTH ENDS OF CAR

29.1 When a load projects beyond the end sill of a carrying car, an idler car must be used in accordance with General Rule 28 for the protection of the load and the movement.

29.2 The length of load or width of overhanging portion of load, as shown in Tables 29.1 and 29.2, must not be exceeded. For figures that allow overhanging *floating* loads, 3 ft of additional length must be added to the length of material found in Tables 29.1 and 29.2, at *each* end of material overhanging the car body.

29.3 Length of overhang is the distance from center of truck to the extreme end of overhanging portion of load. For intermediate lengths of load not shown in table, use next longest length of load shown.

29.4 When the material in the overhang is of various lengths, the allowable width shall be based on the total width of the overhang at the extreme ends. For placement of bearing pieces between bolsters and ends of car, see Rule 3.4.1.5.2.

29.5 The length of car as shown in Tables 29.1 and 29.2 means length over end sills. For intermediate lengths of cars not shown in tables, use next shortest car length shown.

29.6 Weight of load on one car, overhanging one end of car, must not exceed the percentage of load limit of carrying car as shown in Table 29.1. Allowable weight of load must be obtained by multiplying the stenciled load limit of car by the percentage shown in the table for the respective length of overhang and car.

29.7 When material is of unequal lengths and overhanging one end, the weight of load shall be based on the average lengths of pieces in the overhang.

29.8 Long steel, subject to take a permanent set by bending, must be supported to prevent sagging.

29.9 Blocking methods shown in Figs. 29.1 and 29.2 govern the methods of narrowing loads of poles and lumber to keep within clearance width limits as shown in Tables 29.1 and 29.2. Fig. 29.1 accommodates specific pole loading figures in Section 5 that utilize two pair of side stakes at one location. Fig. 29.2 accommodates figures that utilize three pair of side stakes at one location. (See also Rule 30.8.)

29.10 Authority must be obtained from carriers for handling loads which measure more than 8 ft from top of rail to center of load (including bearing pieces) or those exceeding width and length as shown in Tables 29.1 and 29.2. Heights specified in the figures must not be exceeded.

29.11 Tables 29.1 and 29.2 are based on 10-ft 6-in. clearance width limits, 15° curvature, and 3-in. tolerance on each side of the load.

29.12 Table calculations are based on truck centers being located 5 ft 6 in. from end sills for cars 75 ft in length or less and 10 ft 6 in. from end sills for cars over 75 ft in length or truck centers as shown in the tables.

29.13 Table 29.1 is based on the end of load opposite the overhanging end being located 18 in. from the face of end sill of car. In cases where the type of brake and load permits utilizing part or all of this space, thereby making the overhang less than specified in the tables, the width of load and the percentage of load weight may be increased in accordance with the shorter overhang. For placement of bearing pieces between bolster and ends of car, see Rule 3.4.1.5.2.