

AAR Open Top Loading Rules Manual

Plate C

Except as otherwise stated, the dimensions shown on this diagram apply to the design dimensions of new empty cars on level tangent track.

The 2 3/4" above top of rails is absolute minimum under any and all conditions of lading, operation, and maintenance.

Cars may be constructed to an extreme width of 10' 8" and to the other limits of this diagram when truck centers do not exceed 46' 3" and when, with truck centers of 46' 3", the swingout at ends of car does not exceed the swingout at center of car on a 13° curve. A car to these dimensions is defined as the base car.

When truck centers exceed 46' 3", car width for the entire clearance outline shall be reduced to compensate for the increased swingout at center and/or ends of car on a 13° curve so that the width of car shall not project beyond the center of track more than the base car.

Maximum car widths for various truck centers, at center of car, are shown on Plate C-1. Maximum car widths at locations other than center of car are shown on Plate D.

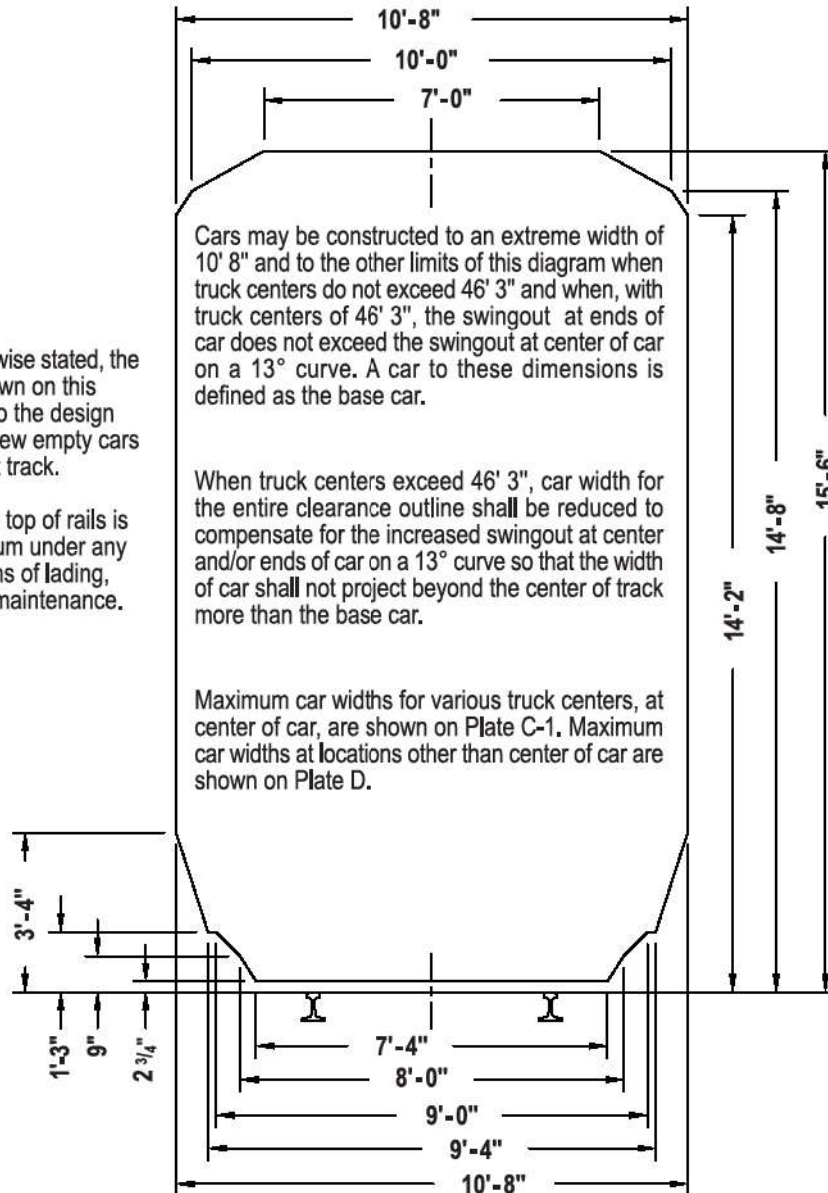
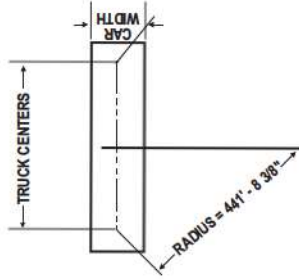


Plate C-1



THE REDUCTION IN WIDTH IS PREDICATED ON THE BASE CAR, DEFINED ON PLATE C, AND ON A 13° CURVE.

BASE CAR - (EXTREME WIDTH 10' - 8"
13° CURVE = 441' - 8 3/8" RADIUS.

MAXIMUM SWINGOUT AT CENTER OF CAR WITH 46'-3" TRUCK CENTERS = 7 1/4"

NOTE: THE MAXIMUM WIDTHS SHOWN ARE BASED ON THE SWINGOUT AT CENTER OF CAR WHICH USUALLY GOVERNS. MAXIMUM ALLOWABLE WIDTH OF CAR, OTHER THAN AT CENTER OF CAR, IS SHOWN ON PLATE D. ON CARS WITH LONG OVERHANGS, THE SWINGOUT AT ENDS OF CAR MUST ALSO BE CHECKED.

NOTE: FOR USE WITH PLATE "C"

