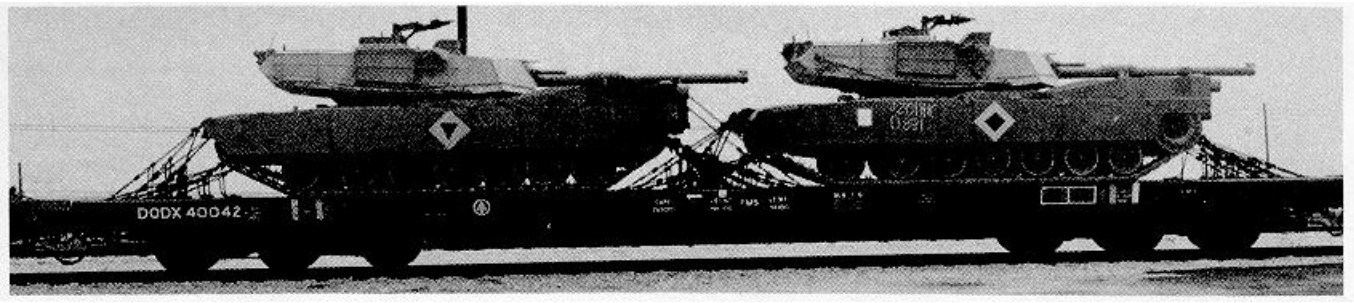
TM 55-2220-058-14

TECHNICAL MANUAL

TRANSPORTABILITY GUIDANCE
TRANSPORT OF CARGO ON THE RAILCAR
FLAT, 140-TON-CAPACITY
(NSN 2220-01-58-6377)



HEADQUARTERS, DEPARTMENT OF THE ARMY

9 JANUARY 1987

TECHNICAL MANUAL
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HEADQUARTERS
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WASHINGTON, DC, *9 January 1987*

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*This manual supersedes TM 55-2220-058-14, 1 January 1984 and Interim. Change No. 101, 4 October 1985.

LIST OF ILLUSTRATIONS

CHAPTER 1
INTRODUCTION

1-1. Purpose and Scope

a. This manual provides guidance for transporting certain military cargo and containers on the 68-foot, 140-ton, chain-tiedown DODX flatcar. Included are procedures for loading, tying down, and unloading items of military equipment and containers that are likely to be transported on the 140-ton flatcar. This manual is intended for use by transportation officers or other persons responsible for shipping or receiving military cargo in CONUS.

b. In special situations, other tracked vehicles may be transported on the 140-ton flatcar. However, before a new loading procedure can be adopted, detailed drawings and photographs must be submitted to MTMCTEA for analysis. Write to the address in paragraph 1-2 or call commercial (804) 599-1107, AUTOVON 927-4646, or FTS 988-4646 for specifics.

c. Where appropriate, metric equivalents are shown in parentheses following dimensions or other measurements. References are cited in the appendix.

1-2. Reporting of Recommendations and Comments

Users of this manual are asked to submit comments and recommended changes for its improvement. Comments and recommendations should be listed on DA Form 2028, Recommended Changes to Publications and Blank Forms, and sent to Commander, Military Traffic Management Command Transportation Engineering Agency, ATTN: MTTTR (F. Mika), PO Box 6276, Newport News, Virginia 23606-0276. Electrically transmitted messages should be addressed to CDR MTMCTEA FT EUSTIS VA/MTT-TR//.
1-1

1-3. Safety

Safety measures are prescribed in chapter 3 and in other chapters as required.

1-4. Definitions of Warnings, Cautions, and Notes

When used in this manual, warnings, cautions, and notes emphasize important or critical guidance. They are used for the following conditions:

a. Warning. Instructions that, if not followed, could result in injury to or death of personnel.

b. Caution. Instructions that, if not strictly observed, could result in damage to, or destruction of, equipment.

c. Note. An operating procedure that must be emphasized.

CHAPTER 2
TRANSPORTABILITY DATA

2-1 Scope

This chapter contains the description, characteristics, and other data pertaining to the 68-foot, 140ton, chain-tiedown DODX flatcar, which will be referred to throughout this manual as either "the flatcar" or "the car." This chapter also provides necessary data for proper loading and use of the flatcar.

2-2. Description

a. *General*. The 140-ton flatcar is a heavy-duty, six-axle flatcar, with end-of-car cushioning to reduce impact loads on the cargo. Its metal deck has four lengthwise channels that holds 50 chain-tiedown assemblies, two of which are spares. Each chain tiedown assembly consists of an anchor that is movable in the channels, two coupling links, a loadbinder (turnbuckle), a compression unit, and another coupling link, which is attached to a ½ inch-wide alloy-steel chain, about 6 ½ feet (1.98 m) long, with a sling hook on the load attachment end and a claw hook on the loadbinder end. Twelve 4inch-diameter shackles and two 7-inch-diameter rings are furnished loose with each car. (See app B, figs B-1 through B-3.) One additional ring or shackle is required per M88.

b. *Dimension*. The flatcar, including the couplers, is about 874 inches (22.20 m) long. Its cargo deck is 816 inches (20.73 m) long. The deck width of flatcars with serial numbers 40000 through 40100 is 123 inches (3.12 m); the deck width of flatcars with serial numbers 40101 and up is 125 inches (3.17 m). The ends of all flatcars taper to about 117 inches (2.97 m). The cargo deck is 48 inches (1.22 m) high, measured from the top of the rail. Plan and side views are shown in figure 2-1.