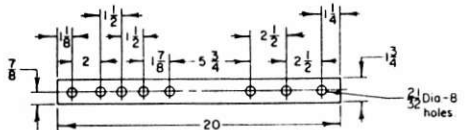
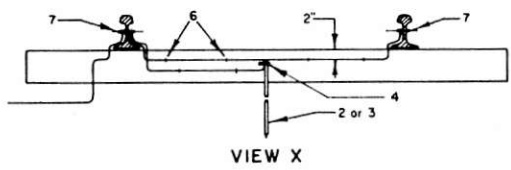
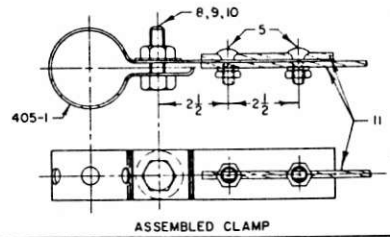


TYPICAL LAYOUT



405-1 COPPER BOND CLAMP  
No. 9 A.W.G. - (10.11441) - (annealed & tinned)



ITEM	NAME	REQ	REF	ACCT NO
1	Pipe clamp		405-1	
2	Rod, copperweld ground, 5/8 Dia			02-829263
3	Rod, copperweld ground, threaded			02-829313
4	Clamp, copperweld ground			49-212184
5	Connector, Burndy servit type KS25			49-236902
6	Staple, insulated			02-549010
7	Connector	9050-1		02-150603
8	BOLT, HEX HD 5/8-11 UNC-13 1/2 L6 316 SS UNFINISHED			
9	Nut, hex 5/8-11 UNC, stainless stl			
10	Washer, plain 5/8 medium brass			
11	Strand, bond, black insulation			02-555856

NOTES:


- Insulated rail joints: Bonded section to be of sufficient length to hold cars connected to tanks for loading or unloading only. Insulated joints at location "B" not required if station is located at end of spur track. Cars spotted for loading or unloading must not bridge insulated rail joints or be coupled to cars outside of the insulated track section at any time during loading or unloading operations. Insulated joints to be of approved type. Paint all insulated joints with yellow paint.
- Install mid shunt "A" for each 100 foot section. Use connector, item 7, and bondstrand, item 11.
- Make up rail bonds to suit length of rail joint bars using item 7 and bondstrand, item 11.
- Each loading rack pipe to be connected to rails using clamp, item 1, bondstrand, item 11, and connector, item 7.
- Detail, if required, to be located back of insulated joints.
- Electrical tests must be made at time of installation in accordance with CBS-27, test 27.
- No connections or bonding using any welding process will be permitted due to fire hazard.

SHEET 1

**CONRAIL**  **CS-405-A**

STANDARD  
BONDING OIL SIDINGS  
DETAILS AND INSTRUCTIONS

JULY 3, 1983

Approved   
Chief Engineer: CBS

REV 6-6-87

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