



JH Industries, Inc.
1981 E. Aurora Rd.-Twinsburg, Ohio 44087
(800) 321-4968 (Phone)

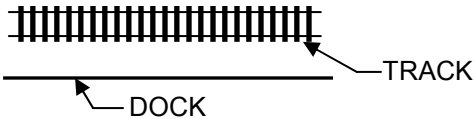
SEE SHEET #3 FOR DUPLICATE BOARDS

RAILROAD DOCK BOARD SURVEY SHEET

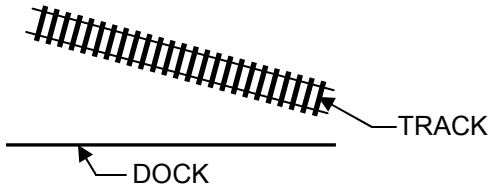
DEALER:	
CUSTOMER:	
SALES REP:	
DATE:	
PHONE NO.:	

TRACK & DOCK LAYOUTS

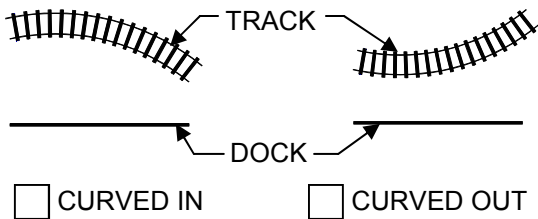
STRAIGHT TRACK & PARALLEL TO DOCK



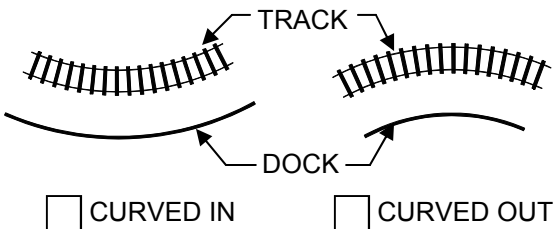
ANGLED TRACK & STRAIGHT DOCK



CURVED TRACK & STRAIGHT DOCK



CURVED TRACK & CURVED DOCK



IF RAIL SITING DOES NOT MATCH ANY OF THE ABOVE LAYOUTS PLEASE INCLUDE ANY INFORMATION ABOUT THE SITING OR INCLUDE A SCETCH OF THE RAIL SITE: _____

TYPES OF CARS SERVICED:

- | | |
|------------------------------------------------|---------------------------------------------|
| <input type="checkbox"/> BOXCARS, SLIDING DOOR | <input type="checkbox"/> AUTO PARTS CARS |
| <input type="checkbox"/> BOXCARS, PLUG DOORS | <input type="checkbox"/> ALL DOOR CARS |
| <input type="checkbox"/> INSULATED CARS | <input type="checkbox"/> "OLD TYPE" REEFERS |
| <input type="checkbox"/> MECHANICAL REEFERS | <input type="checkbox"/> OTHER _____ |

What is the minimum opening the entire board will pass through? (includes rail car doors, building openings and doors) _____"

Are there any modifications to the car (i.e. steps in the floor, false floor or projections) that would prevent the lip of the rail board from sitting flush or in place? Please explain: _____

What is the smallest car door opening to be used? _____

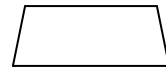
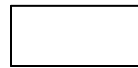
RAIL BOARD REQUIREMENTS:

Will Rail Board service car to car applications? Yes No

Desired rail board width: _____" (Board width should be less than min. car door opening to allow for clearance, 4" min. suggested)

RAIL BOARD FLARE STYLE:

- | | |
|-----------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Standard 0° NO FLARE | <input type="checkbox"/> Standard 10° FLARED BOARD |
|-----------------------------------------------|----------------------------------------------------|



- | | |
|----------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Standard 20° FLARED BOARD | <input type="checkbox"/> Standard 30° FLARED BOARD |
|----------------------------------------------------|----------------------------------------------------|



SPECIAL FLARED BOARD = _____° (Will need to be verified by Copperloy Products)

All flared rail boards will be flared from lip end to ramp end. Board width varies over the 9" lip and could interfere with min. door openings. Special flares or other deviations from standard will add cost.

RAIL BOARD LIFTING STYLE:

- | | |
|------------------------------------------------|--------------------------------------------------------------|
| <input type="checkbox"/> LIFT LOOPS (Standard) | <input type="checkbox"/> LIFT CHAINS (For paper roll clamps) |
|------------------------------------------------|--------------------------------------------------------------|

RAIL BOARD CURB STYLE:

- | | |
|-------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> FULL LENGTH (Standard) | <input type="checkbox"/> 3" CUT BACK CURB LIP END (Special) |
|-------------------------------------------------|-------------------------------------------------------------|

FORK TRUCK SPECIFICATIONS:

Forklift type (select all that apply):

- | | |
|--------------------------------------|--------------------------------------------------------------------------|
| <input type="checkbox"/> Rider | <input type="checkbox"/> 3-wheel |
| <input type="checkbox"/> Walkie | <input type="checkbox"/> 4-wheel |
| <input type="checkbox"/> Pallet Jack | <input type="checkbox"/> accessories (i.e. side shifters or roll clamps) |

Make: _____ Truck Capacity: _____

Model: _____ Max. Load at site: _____

Truck Wt w/ acc.: _____ Type. of Industry: _____

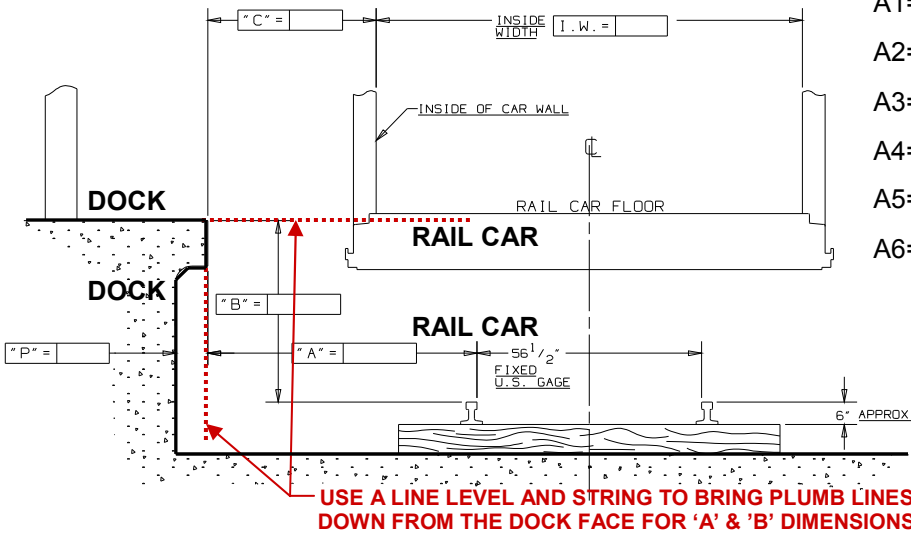
ALL RAIL BOARDS ARE RAIL SITE SPECIFIC AND CANNOT BE RETURNED OR MODIFIED. DIMENSIONS MUST BE AS ACCURATE AND DETAILED AS POSSIBLE TO ENSURE PROPER RAIL BOARD DESIGN. CONSULT FACTORY WITH ANY QUESTIONS OR ISSUES, IT IS BEST TO CALL WHILE AT THE SITE.



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All "B" dimensions to be measured from the top of the dock to the top of the rail. Bring a level line across the top of the dock and measure down from the top of the dock to the top of the rail. "B" dimensions to be taken at each location where an "A" dimension was taken minimum for each site.

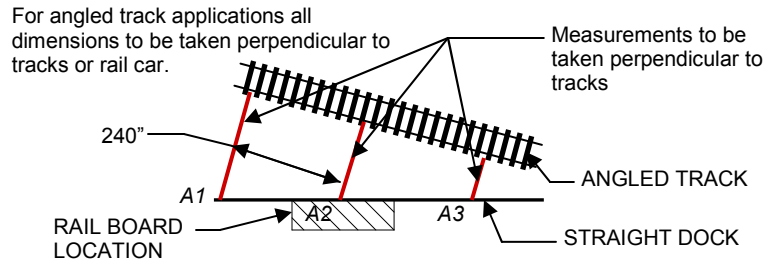
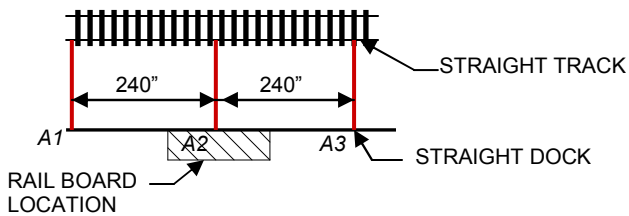


A1= _____	B1= _____	C1= _____
A2= _____	B2= _____	C2= _____
A3= _____	B3= _____	C3= _____
A4= _____	B4= _____	C4= _____
A5= _____	B5= _____	C5= _____
A6= _____	B6= _____	C6= _____

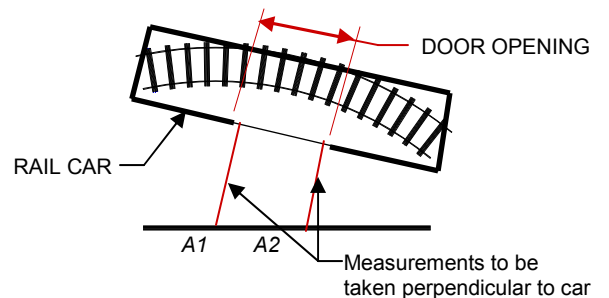
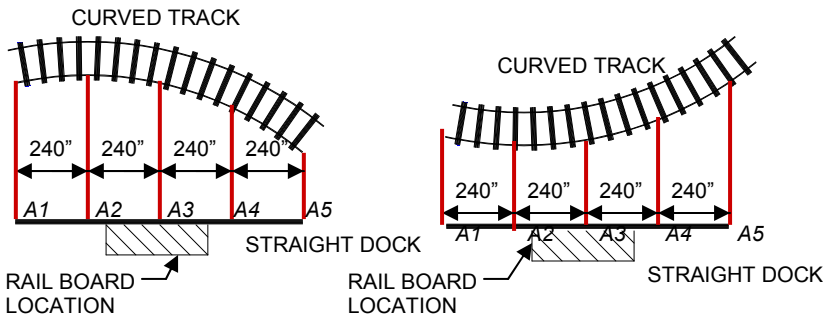
Multiple measurements to be taken at all locations across the dock that will be used. Make sure all maximum and minimums are measured to assure proper fitment of railboard. Improperly taken or insufficient amount of measurements could lead to railboard not working or fitting properly.

MEASURING FOR STRAIGHT & ANGLED TRACK APPLICATIONS:

"A" dimension to be measured from the inside of the nearest rail to the face of the dock or face of the projection (As shown). When measuring make sure a plumb and level line is used to project down from the face of the projection or dock and measure level across to the inside of the rail. A minimum of (3) three "A" dimension measurements required for each location where the dockboard will be used. One dimension to be taken where the dockboard will be used, the other two to be 20'-0" each direction from the first.



CURVED TRACK & STRAIGHT DOCK APPLICATIONS:



"A" dimension to be measured from the inside of the nearest rail to the face of the dock or face of the projection (As shown). Measurements to be perpendicular to the dock face. When measuring make sure a plumb and level line is used to project down from the face of the projection or dock and measure level across to the inside of the rail. A minimum of (5) five "A" dimension measurements required for each location where the dockboard will be used, the other four to be 20'-0" each direction from the first.

For curved track the easiest and surest way to measure site locations is to measure when a car is spotted in place at the dock. "C" dimensions are used when a car is spotted. Measure dock to inside car wall at both sides of car door, taking measurements at right angles (perpendicular) to car. Measurements to be taken at any location a car will be spotted. I.W. (Internal Width) & I.L. (Internal Length) of car and open door width need to be recorded also.

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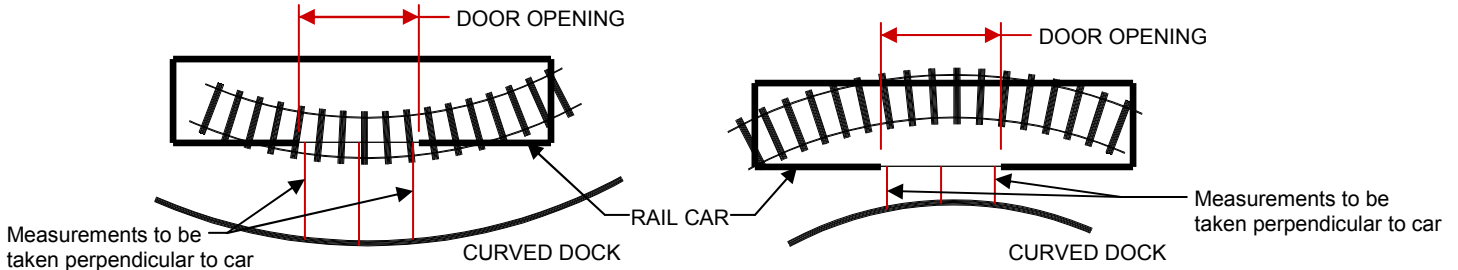


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MEASURING FOR CURVED TRACK & DOCK APPLICATIONS:

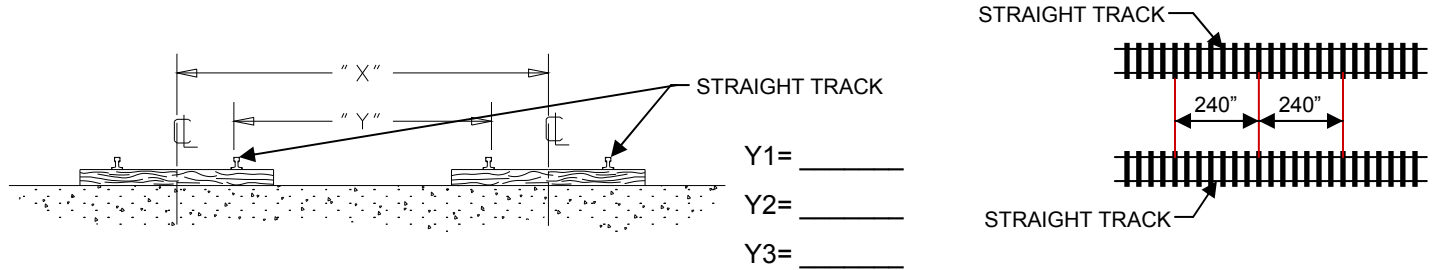


For curved track and dock a rail car must be spotted in place at the dock. "C" dimensions are used when a car is spotted. Measure dock to inside car wall at both sides of car door and one at the center of the opening, taking measurements at right angles (perpendicular) to car. Measurements to be taken at any location a car will be spotted. I.W. (Internal Width) & I.L. (Internal Length) of car and open door width need to be recorded also.

MEASURING FOR CAR TO CAR APPLICATIONS:

Make sure to record the minimum width of any railcar door that will be encountered. Overall board size must be designed to fit between any door the board will egress.

Verify that both sets of tracks are at the same height with a line level. If the tracks are not at the same height record the difference in height.



Y1= _____
Y2= _____
Y3= _____

EXISTING RAIL BOARD APPLICATIONS:

If this is an existing Copperloy Rail Board what is the Serial #? _____

Will the duplicate railboard be used at the same dock location? _____ (if no please supply site information)

Will Rail Board service car to car applications? Yes No

RAIL BOARD LIFTING STYLE:

LIFT LOOPS LIFT CHAINS (For paper roll clamps)

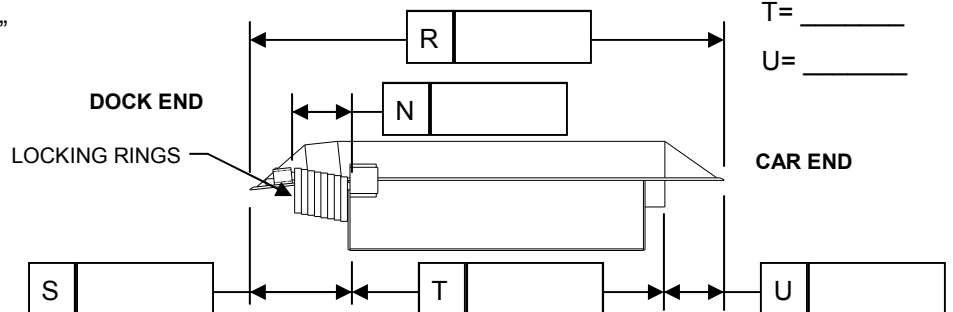
Thickness of lock rings: _____ (N)

Width of rail board at dock side: _____"

Width of rail board at car side: _____"

N= _____
R= _____
S= _____
T= _____
U= _____

**Due to changes in design and material availability the new rail board may not be fabricated exactly as the board being duplicated.*



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