Premium Paper Railcar Loading

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Premium Paper Grades

Communication Papers

- Newsprint and Directory
- Supercalendared (SC)
  - SCA
  - SCB
- Mechanical Coated (MC)
  - Lightweight Coated (LWC)
  - Heavyweight Coated (HWC)
- Wood Free Coated (WFC)

Premium Paper Grades

Specialty Papers

- Labels!
- Luggage Tags
- Thermal papers

Premium Paper Roll Shipping Considerations- Market and Customer Expectations

Communications Paper

- Safe Delivery
- Damage Free Delivery
  - Claims filed for lost rolls but also for minor damage that can be stripped away
  - No water damaged rolls. Even dried water damage can cause plies to stick together and cause down time on press
  - Wrinkles caused by motion in the vehicle can break off the press.
  - No crushed cores

Specialty Paper

- Safe Delivery
- Damage Free Delivery
  - Claims may be filed for partial losses here too but tolerances are much tighter due to the need to match a facing with a release liner.
  - No water damaged rolls. Even dried water damage can cause plies to stick together and cause down time on the coater
  - “Blocking” is a concern as the plies of paper can stick to one another if roll ends are damaged
  - No crushed Cores

Premium Roll Paper Railcar Considerations

- Cars must have cushion underframe.
- Cars inspected for holes, cracks, leaks, noticeable water.
- Floors must be smooth and dry. Floors cannot be sticky!
- Floors must be swept. Any debris can damage a roll to the extent that could be rejected in full at the customer.

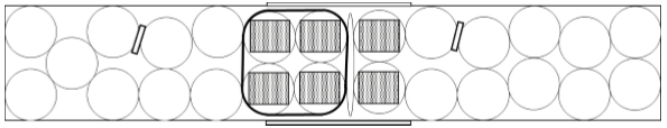
Premium Paper Roll Shipping Loading Planning

- Know the correct pattern (floor spots) for the roll diameter and car type
- Understand the required dunnage needs
- Accurately prep the car. Wall liner must be centered where the roll makes contact.
- Plan for application of void filler as necessary and adjust as needed while loading.

8.0 50 ft Car—49 in. Diameter Rolls

Load Plan Number	Car Size	Floor Spots	Securement	Paragraph Reference Number
8.1	50'6" x 9'6"	25	Horizontal dunnage bags	5.5.1, 5.6, 6.2

8.1 49 in. Diameter 50-6 x 9-6 Railcar Horizontal Dunnage Bags 25 Floor Spots

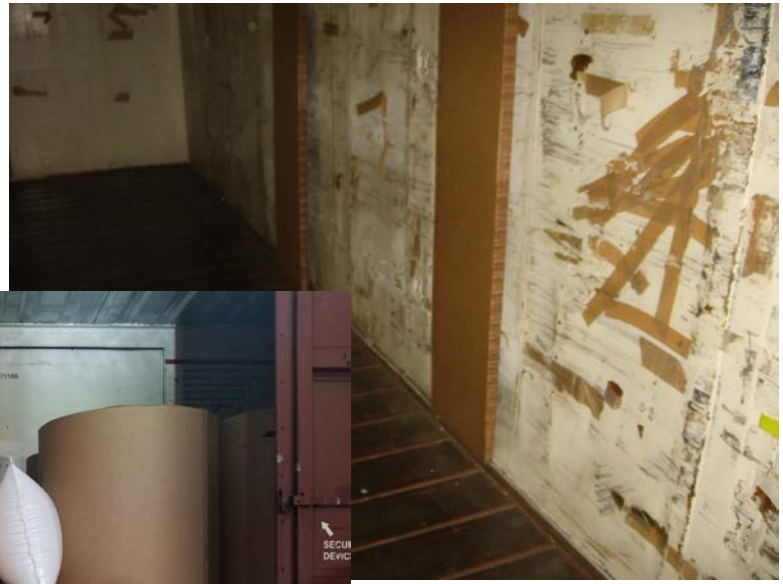


Suitable Door Types	Doorway Protection	Maximum Door Width (ft)	Suitable Draft Gear Type
Single sliding	7.7	12	Cushion Underframe
Single plug	7.7	12	

Reference paragraph 5.5.1, 5.6, 6.2

Wall Preparation and Doorway Protection

- Walls are prepped by adding wall liner to compensate for bowing and prevent wrinkles.
- Void filler is used to absorb excess length so the load remains tight.
- Airbags are used to cushion the load and absorb impact.



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