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SOUTHEAST LARS MGR

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ROLLED PAPER

LOADING PAPER ON THE BNSF

- Typically the load is divided into two sections,. Place two 31” wide rubber mats side-by-side 8”-12” off the sidewalls on the floor at the nose of the container,
- Matting should extend 12” longer than length of rolls (approximately 31” x 23’ length). Rubber matting must be one continuous length.
- Load the first roll tightly starting against the nose wall and one sidewall using a 1-1 offset pattern. Place the second roll tightly lengthwise against first roll and opposite sidewall. Load the third and fourth roll in the same manner as illustrated in diagram.
- A minimum of 3 feet of void is required between the cargo and the container doors. Position the rear section to obtain the proper weight distribution and maintain the 3’ void at the rear of the container.

LOADING PAPER ON THE BNSF

- The rear section generally loaded in the same manner as above (at the container doors).
- Prior to loading the rolls, tape an approved polyester or equivalent poly strap to the container sidewalls for unitizing the rear section. Place rubber matting in place and load the rear section in a 1-1 offset pattern. The strap must be level and positioned 18” to 24” from the top of the roll.
- Tighten unitizing strap and secure in place with fiberboard strap hangers
- Rubber Mat Requirements The rubber matting must be a minimum of 31” wide and extend a minimum of 12” beyond the rolls at each end of each mat except at the nosewall.

LOADING PAPER ON THE BNSF

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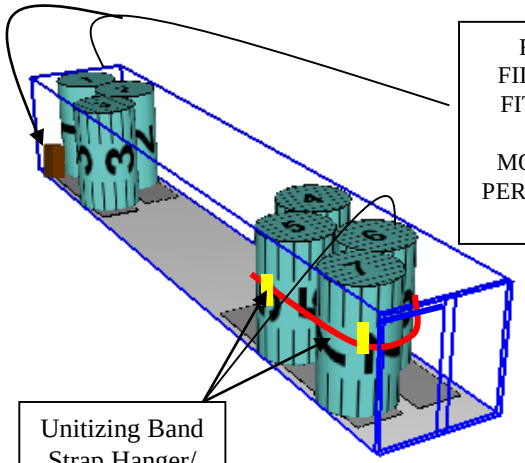
BNSF RAILWAY

LOAD AND RIDE SOLUTIONS

Roll Paper



FIBERBOARD FILLER/SIZED TO FIT TO PREVENT LATERAL MOVEMENT-ONE PER SIDE ODF NOSE ROLL

Unitizing Band Strap Hanger/

Overhead View

Side View

Rubber Matting

Fiberboard Filler

7 Floor Spots – Split Loading Plan
58” Diameter x 72” to 98” Width Rolls – Average Roll Weight – 6,300 lbs
Roll Weights May Vary – Load Not To Exceed 45,000 LBS

Nose Section First Roll Centered With Dunnage Each Side
Each Section Stowed in 1 -1 Offset Pattern on Top of 2 – 3’ x 3MM Rubber Mats
Doorway Section Unitized with Caristrap or 1-1/4” Equivalent Poly Strapping
Secured With Strap Hangers Rear Section Load 31’ From Nosewall
Rubber Mat Must Extend 12” Beyond Rolls - Minimum 3’ Void Between Doors & Rolls

California 40' Bridge Law – Loading Pattern Based on 456” Wheelbase

Poly Strapping

LOADING PAPER ON THE BNSF

- **Rubber Matting:** BNSF requires continuous matting under the rolls. The nose section should have 2 strips of 31" 2mm rubber matting, the rear will have the same, 2 strips of 31" 2mm rubber matting. The matting is to be placed 8”-12” off the side walls. Matting is to extend 12” past the rear two rolls in the nose section, the beginning of rear split and at the rear most rolls near the doors.

- **Roll placement:** For odd number rolls, Roll 1 is to be centered with fiberboard dunnage filling the lateral void on each side of the roll. The remaining of the rolls will be stowed tightly against alternating sidewalls. The rear section rolls will be stowed tightly against alternating sidewalls.

- **Strap:** A polyester strap is to be applied on the rear section rolls and is to be level and positioned approx. from the top of the roll 18”- 25”. The unitizing strap is to be tight(buckle collapsed) and secured in place with fiberboard strap hangers.

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