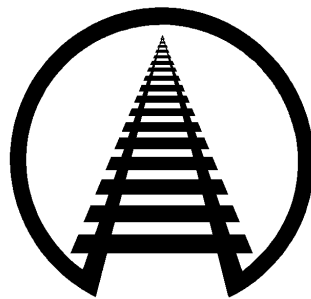


# **General Information Series No. 760**

## **Incomplete Layers of Plywood or OSB in Boxcars Secured with Nonmetallic Straps**

**Closed Car Loading Guide Part 3, Plywood**

**Approved by**  
**DAMAGE PREVENTION & FREIGHT CLAIM COMMITTEE**  
*Association of American Railroads*



**Issued**  
**February 2017**

**Published by**  
**Association of American Railroads/TTCI**  
**Damage Prevention and Loading Services**  
**55500 DOT Road**  
**Pueblo, CO 81001**

**(Printed in U.S.A.)**  
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**GENERAL RULES**

The General Rules relating to personal safety and the safe operation of trains, contained in AAR Circular Nos. 42-K and 43-F or supplements thereto, issued by the Association of American Railroads, **must be observed**.

These loading rules and/or practices apply to shipments transported in the USA, Canada and Mexico.

The loading methods in individual closed car loading publications issued by the Damage Prevention and Loading Services Section of the Association of American Railroads are minimum standards that have been evaluated and approved. These minimum standards offer practical guidelines on the subjects covered. Since these are minimum standards, it may be necessary to supplement these methods in some instances.

Securement standards in AAR closed car loading publications are intended for safe transit of the rail car from origin to destination and prevention of lading and equipment damage. These standards do not address unloading practices.

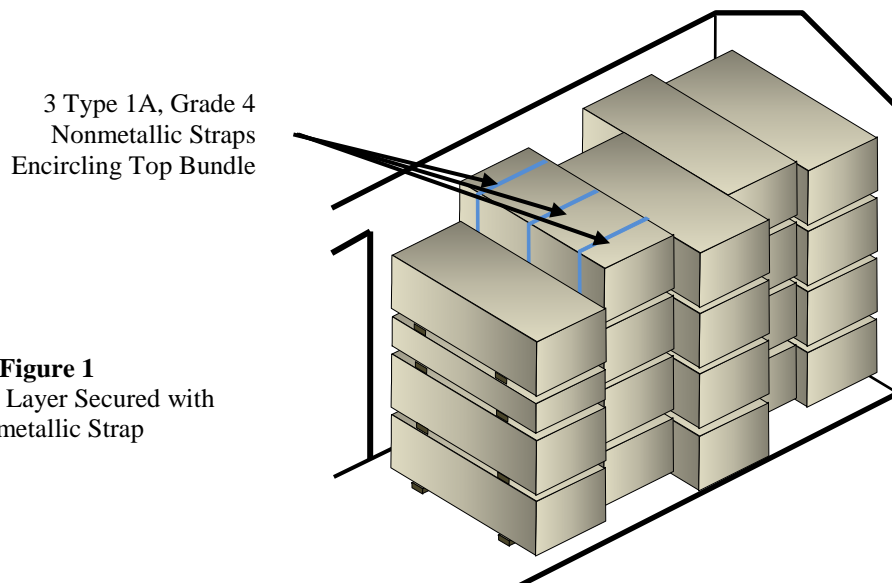
This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.

*Loading and bracing methods not presently approved may receive consideration for approval and publication under Section II - Evaluation of New Loading and Bracing Methods and Materials for Closed Cars, Trailers or Containers of **General Information Bulletin No. 2, "Rules and Procedures for Testing of New Loading and Bracing Methods or Materials"**. Submit requests to Director Damage Prevention and Loading Services, AAR/TTCL, 55500 DOT Road, Pueblo, CO 81001.*

**GENERAL**

**Incomplete Layer Bracing**

When weight restrictions prevent the full loading of railcars, stacks of full packs may be stepped down to lower-height stacks by using half packs and 3 type 1A, grade 4 nonmetallic unitizing straps, as shown in Figure 1. No full pack may be loaded with less than half its height supported by an adjacent stack, including a half pack. The half pack may be located anywhere within the stack, but not on top of the stack.



**Figure 1**  
Incomplete Layer Secured with  
Nonmetallic Strap

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**General Information Series Publications**

- 744** Double Layer Load Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (7/15)
- 745** Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5) (2/16)
- 749** 50 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with Horizontal Airbags (8/16)
- 750** Double Layer Loads of 55 Gallon Closed Head Steel Drums Secured with Cordstrap® Barriers in a 20-ft Container (Intermodal Loading Guide Method I-4HM) (8/16)
- 752** Large Diameter Paper Rolls in 60 ft. Cushioned Boxcars with Anchored Straps (10/16)
- 753** 60 in. Diameter Roll Paperboard in 60 ft. Boxcars with Doorway Stacks on Risers (10/16)
- 754** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Lengthwise Fillers (CCLG Part 7, Section 6.3 Revised 10/16)
- 755** 55-Gallon Steel Drums on Pallets Secured with Cordstrap® Barriers in 40-ft ISO Containers (Nonhazardous Materials only) (Intermodal Loading Guide Method I-6) (new 11/16)
- 756** Non-metallic Strap Substitution for Steel Strap as Doorway Protection in Boxcars (Cancels GIS 751) (01/17)
- 757** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (Revised Intermodal Loading Guide Method E-21) (1/17)
- 758** 58 in. Diameter Roll Pulpboard with an Incomplete Second Layer Loaded On End (Former Pamphlet No. 39, Method 11) (2/17)
- 759** Revision to Paragraph 2.5, Distribution of Weight Crosswise in Cars, CCLG Part 10, Primary Metals (2/17)
- 760** Incomplete Layers of Plywood or OSB Secured in Boxcars with Nonmetallic Straps, CCLG Part 3, Plywood (2/17)