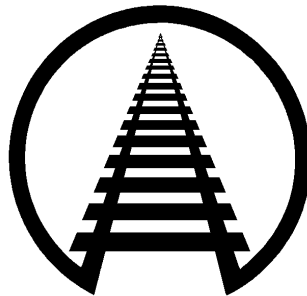


General Information Series No. 778

**Split Loads of 58 in. Diameter Roll Pulpboard
on End Using Rubber Mats when Stowed in
Trailers Having Large Metal Plates
Approximately 9 ft. in Length at the Nose
ILG Method E-23 (New)**

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



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Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft. in Length at the Nose (Intermodal Loading Guide Method E-23)

GENERAL RULES

The General Rules relating to personal safety and the safe operation of trains, contained in AAR Circular Nos. 42-M and 43-G 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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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/TTCI, 55500 DOT Road, Pueblo, CO 81001.

CAUTION: Car rocking motion caused by the lift equipment entering and/or exiting the rail car may cause unsupported packages or articles with a higher center of gravity to fall to the floor. Minimize access to the car. Exercise caution when inside a partially loaded car. Lift operators should stay on lift equipment, whenever possible, while inside a partially loaded car.

GENERAL

Use this method for split loads of 58 in. diameter roll pulpboard loaded on end in a 1-1 offset pattern for intermodal service in a trailer or container having wood floors with large metal plates approximately 9 ft in length at the nose. Six rolls may be loaded in a trailer or container using this method. Plan the load to *equalize the weight on each side of the trailer or container*. Because roll weights vary, this will require attention to pre-planning. *A balanced load is required for the stability and success of this loading method.*

Illustration No. 4.33A:

1. Load rolls in a 1-1 offset pattern for 3 rolls in each section as shown in Figure 4.33A. Rolls must be loaded tight (in contact) with side walls and each other.
2. Use rubber mats 2 mm thick by 30 in. wide, placed against the trailer sidewalls. Mats may be continuous or in sheets and must extend at least 6 in. beyond the nose of the rolls in either direction. Do not overlap mats.
3. Use one Type 1A, grade 4 nonmetallic strap to unitize each section of rolls. Position straps 4 feet above floor. Tension and secure per manufacturer's recommendations.

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4. Position strap hangers on each trailer sidewall to maintain proper strap alignment and to prevent straps from slipping out of position. Strap hangers may be solid fiberboard secured by use of adhesive, tape, or staples; or looped cord strap secured by staples. Use adhesive or tape that is heat and cold resistant for this purpose. Do not use tape as the strap hanger. If additional strap hangers are positioned on the rolls, be sure they are positioned so the strap remains level.

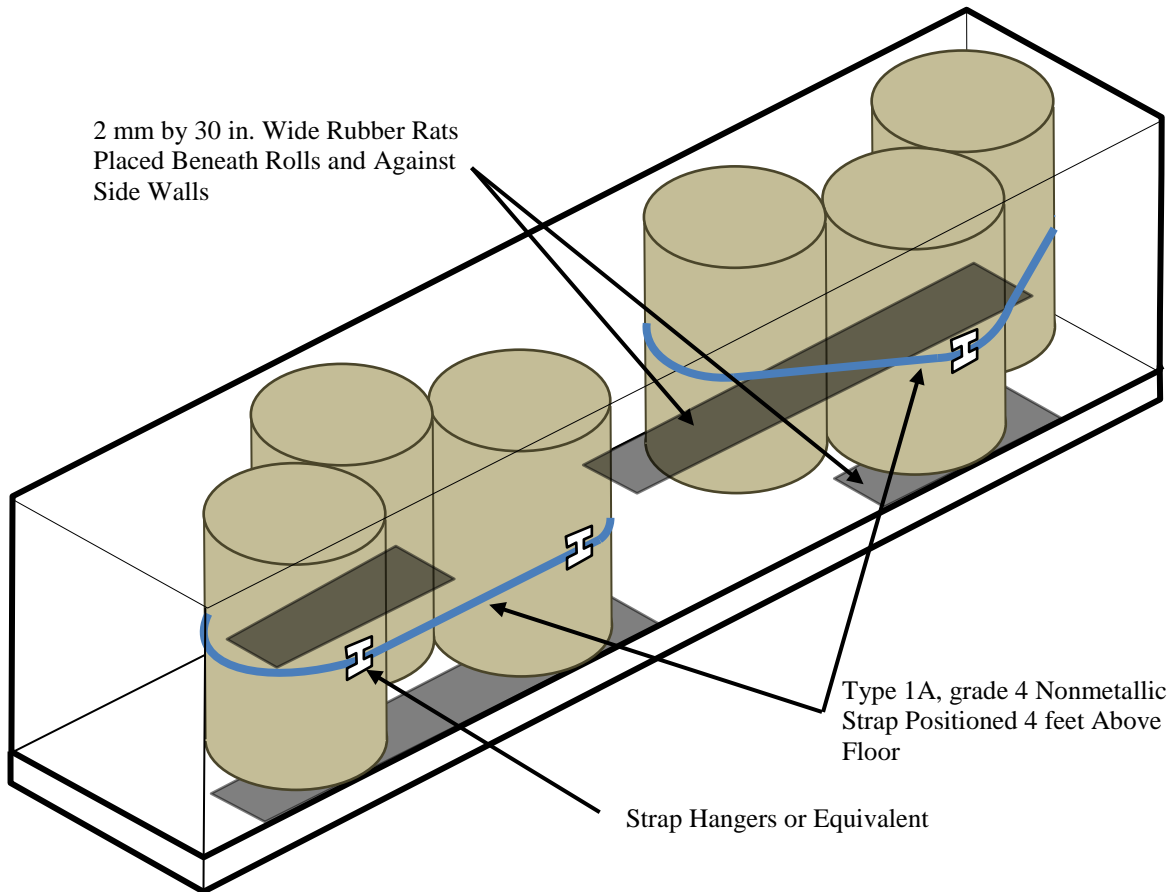


Figure 4.33A
Method E-23

Split loads of 58 in. diameter roll pulpboard on end using rubber mats in trailers/containers with partial metal floors in the nose

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Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft. in Length at the Nose (Intermodal Loading Guide Method E-23)

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)
- 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 Secured in Boxcars with Nonmetallic Straps, CCLG Part 3, Plywood (2/17)
- 761 37 in. Diameter Plastic Stretch Wrapped Kraft Rolls Loaded in a Single Layer in 60 ft. Cushioned Boxcars Using Rubber Mats and Lengthwise Filler Panels (3/17)
- 763 Roll Paperboard in Boxcars with Doorway Stacks on Risers and Rubber Mats (6/17)(Cancels GIS 762)
- 764 Non-metallic Strap Substitution for Steel Strap as Doorway Protection in Boxcars (Cancels GIS 756) (06/17)
- 765 Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (7/17)
- 766 45 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with Double Plug Doors (8/17)
- 768 Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (9/17)
- 769 42 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars Using Rubber Mats and Airbags (CCLG Part 2, 8.3.2.6)(9/17)
- 770 48 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG, Part 2, Section 8) (9/17)
- 771 50 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Sidewall Fillers and Horizontal Airbags (CCLG, Part 2, Sections 5.6.10 & 8.2.4.4 Revised)(10/17)
- 772 81 in. Diameter Roll Paperboard in 50 ft. Standard Draft Gear Boxcars with Sliding Doors (CCLG Part 2, Section 8.2.8.1) (10/17)
- 773 42 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.2.5) (12/17)
- 774 48 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with 16 ft. Double Doors (CCLG Part 2, Section 8.3.4.5) (12/17)
- 775 54 in. Diameter Paperboard on End Using Rubber Mats (New Intermodal Loading Guide Method E-22)(January 2018)
- 776 45 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.3.8) (2/18)
- 777 Double Layer Loads of 76-55 Gallon Drums Secured with Ty-Gard DS™ Barriers in 20-ft Containers (Intermodal Loading Guide Method B-9)(3/18)
- 778 Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft. in Length at the Nose (Intermodal Loading Guide Method E-23)(3/18)