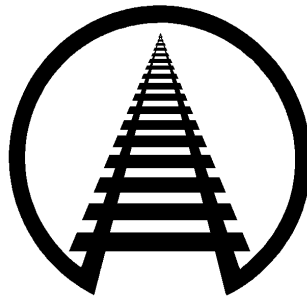


General Information Series No. 797

**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-19 (Revised)(Cancels GIS 789)**

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-19 Revised)

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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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. A maximum of eight rolls may be loaded in a trailer or container using this method. The loads consist of six to eight rolls loaded in two sections in the trailer or container. 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. 4.26:

1. Only the following rubber mats have been evaluated and found acceptable for this loading method.

NOTE: Do not reuse rubber mats if torn or otherwise damaged.

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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-19 Revised)

Name	Thickness	Description	Vendor
TransMat™ 7513	3mm (0.125 in.)	36 in. continuous rolls	AIA/Down River
TransMat™ 6900	2mm (0.080 in.)	36 in. continuous and perforated rolls and 30 in. × 42 in. sheets	
	3mm (0.125 in.)	36 in. continuous rolls	
TransMat™ 8060	2mm (0.080 in.)	36 in. continuous rolls	
Rubber Restraint Mat BC548	2mm (0.080 in.) 3mm (0.125 in.)	36 in. continuous rolls	Amorim Industrial Solutions
Load Grip® 5	1.5mm (0.059 in.)	36 in. continuous and perforated rolls and 30 in. × 42 in. sheets	National Rubber Technologies Corp.
	2mm (0.080 in.)	36 in. × 36 in. square sections	
Load Grip® 6	2 mm (0.080 in.)	36 in. continuous and perforated rolls and 30 in. × 42 in. sheets	
Zro-Shift™	2 mm (0.080 in.)	36 in. 30 in. × 42 in. sheets	Sunrise Manufacturing Inc.
Load Lock™	3mm (0.125 in.)	36 in. continuous rolls	RB Rubber Products, Inc.
Brown Bear™ Friction Mat 101	2mm (0.080 in.)	36 in. continuous rolls	Circle, Inc.
	3mm (0.125 in.)		
Load Secure™ 6910	2mm (0.080 in.)	36 in. continuous rolls	Regupol America/Complete Packaging Systems Inc.
		30 in. continuous and perforated rolls and 30 in. × 42 in. sheets	

2. The nose section consists of two to four rolls and may be loaded in-line or using a 1-1 offset pattern. When loading in-line, place the first mat on the floor at the nose, centered in the trailer as shown in **Sketches 1 - 4**. When loading using a 1-1 offset pattern, place two mats side by side centered in the trailer as shown in **Sketches 5 and 6**. Use the appropriate size mat for the number of rolls being loaded. The mats are not secured to the trailer floor.

- a. If *two rolls* are loaded *in-line* at the nose section, use a 3 ft. × 12 ft. mat at the nose or appropriate number of laterally centered 3 ft. × 3 ft. approved square mats or 30 in. × 42 in. sections of approved rubber mats installed end-to-end so that a minimum of 6 in. extends beyond the last rolls.
- b. If *three rolls* are loaded *in-line* at the nose section, use a 3 ft. × 16 ft. mat at the nose or appropriate number of laterally centered 3 ft. × 3 ft. approved square mats or 30 in. × 42 in. sections of approved rubber mats installed end-to-end so that a minimum of 6 in. extends beyond the last rolls.
- c. If *four rolls* are loaded *in-line* at the nose section, use a 3 ft. × 21 ft. mat at the nose or appropriate number of laterally centered 3 ft. × 3 ft. approved square mats or 30 in. × 42 in. sections of approved rubber mats installed end-to-end so that a minimum of 6 in. extends beyond the last rolls.
- d. If *three rolls* are loaded using a *1-1 offset* pattern at the nose, use two 3 ft. × 14 ft. mats at the nose or an appropriate number of 3 ft. × 3 ft. approved square mats or 30 in. × 42 in. sections of approved rubber mats installed end-to-end so that a minimum of 6 in. extends beyond the last roll and are positioned side by side centered laterally under the rolls.

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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-19 Revised)

- e. If *four rolls* are loaded using a *1-1 offset* pattern at the nose, use two 3 ft. × 17 ft. mats at the nose or an appropriate number of 3 ft. × 3 ft. approved square mats or 30 in. × 42 in. sections of approved rubber mats installed end-to-end so that a minimum of 6 in. extends beyond the last rolls and are positioned side by side centered laterally under the rolls.
3. If *rolls* are loaded *in-line* at the nose section, load the first roll so it is centered in the trailer against the nose. Continue loading the remaining rolls in the nose tightly *in-line* down the center of the trailer. Place void fillers, 2 in. × (void width) × 48 in. corrugated fiberboard with 1,500 lb. minimum crush strength, between each roll and the adjacent sidewall. If using multiple void fillers in tandem, unitize them to restrict independent movement. See **Sketches 1 – 4**.
 4. If *three rolls* are loaded in a *1-1 offset* pattern at the nose section, load the first roll so it is centered in the trailer against the nose. Place void fillers, 2 in. × (void width) × 48 in. corrugated fiberboard with 1,500 lb. minimum crush strength, on both sides of the first roll between roll and trailer walls. Position void fillers so that the crush strength is crosswise to the trailer or container. See **Sketch 5**. Ladder-type side-blocking may also be used as an alternative provided it is 2 in. in height and extends a minimum of 48 in. from the nose of the trailer. Load the next two rolls tightly lengthwise against opposite sidewalls of the trailer as shown in **Sketch 5**.
 5. If *four rolls* are loaded in a *1-1 offset* pattern at the nose section, load the four rolls tightly starting against the nose using a 1-1 offset pattern. See **Sketch 6**.
 6. Load the rear section, consisting of four rolls, using two 3 ft × 14 ft mats. Position the mats at the opposite sidewalls of the trailer. Position the mats to extend a minimum of 6 in. beyond the rolls at each end of each mat. Place the rolls on the mats in a 1-1 offset pattern. See **Sketches 1 through 6**.
 7. A minimum of 3 ft. of void is required between the lading and the trailer doors. Position the rear section to obtain the proper load weight distribution and maintain the 3 ft. void at the rear of the trailer.
 8. Unitize the rear section (at trailer doors) with one AAR Type 1A Grade 4 polyester cord strap or one 5/8 in. × .040 in. AAR Type IV PET polyester plastic strap. Position the unitizing strap at a maximum height of 4 ft. above the trailer floor.¹ Be sure the strap is level. Tension and seal the straps using proper tensioning and sealing tools according to the strap manufacturer's instructions.
 - a. If using AAR Type 1A Grade 4 polyester cord strap, a wire buckle with legs (prongs) on the same side of the frame and that has a non-slip surface is required. See [paragraph 3.6](#) in the Intermodal Loading Guide for approved polyester cord strapping.
 - b. If using 5/8 in. × .040 in. AAR Type IV PET polyester plastic strap, a heat seal, a friction weld, or metal seals may be used to seal the strap. A minimum joint strength of 900 lb is required. See [paragraph 3.6](#) in the Intermodal Loading Guide for approved polyester plastic strapping.
 9. Position two strap hangers on each trailer sidewall at the rear section as indicated in **Sketch 1** 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.

¹ - See Research Report "R-DP3-97, Investigation of 58" Diameter Pulpboard Load Methods Using Rubber Mats in Intermodal Service"

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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-19 Revised)**

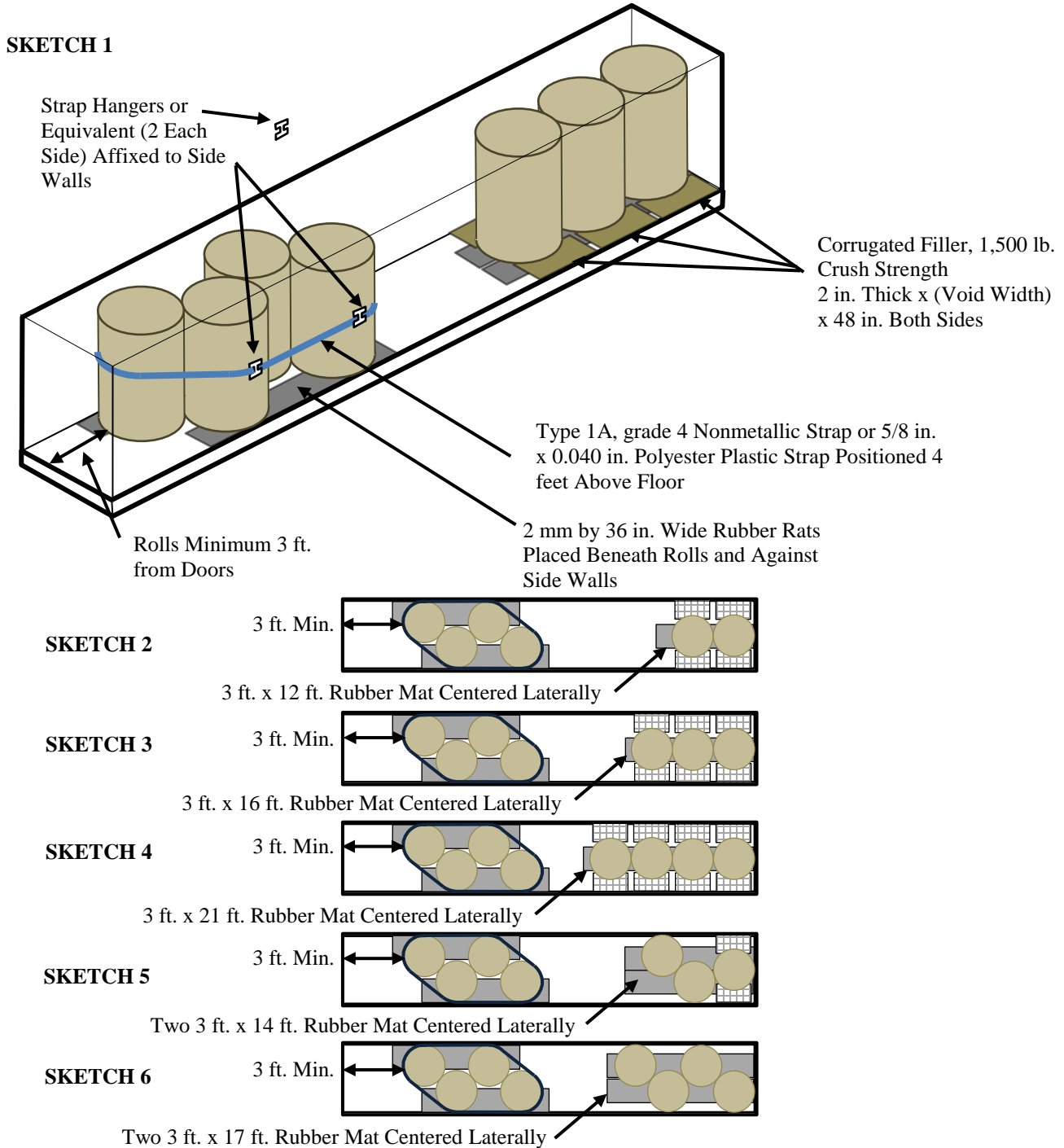


Figure 4.26

Method E-19
Split loads of 58 in. diameter roll pulpboard on end using rubber mats in trailers/containers with partial metal floors in the nose
 (other sizes of approved mats may also be applied as described in the E-19 verbiage)

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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-19 Revised)

General Information Series Publications

- 749 50 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with Horizontal Airbags (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)
- 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)
- 767 Horizontal Air Bags in Boxcar Loads of 50 in. Diameter Roll Paper (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)
- 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-22)(3/18)
- 781 Wood Bins Braced by Disposable Inflatable Dunnage Bags and BIN-PAK or M-PAK Lengthwise Void Fillers (4/18)
- 782 Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Schoeller Allibert (CCLG Part 7, Section 6.2)(4/18)
- 783 Cased Goods Secured by Tuff Wrap™ D.I.D. Bags (Intermodal Loading Guide Method F-4 New)(4/18)
- 784 Cased Goods Secured by Rothschenk S.A.M. D.I.D. Bags (Intermodal Loading Guide Method F-4 New)(5/18)
- 785 Intermodal Loads Secured with TyGard DS™ (Intermodal Loading Guide Method B-9 New)(5/18)
- 786 Aluminum Coils on Platforms/Skids Loaded on Rubber Mats & Secured by Two Floor Anchored Web Straps & Supplemental Securement Straps (CCLG Part 9, Section 8.6) (6/18)
- 787 Universal Storage Containers Loaded in 53 ft. Intermodal Containers (ILG Method H-15 New)(6/18)
- 788 60 in. Diameter Roll Paperboard in 60 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.3.7.2)(6/18)
- 790 58 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.2.5.8 Revised)(6/18)
- 791 DRUM-PAK® Dunnage for Open Head Drums in Cushioned Boxcars (CCLG Part 7, Section 6.9) (6/18)
- 792 Double Layer Loads of Hazardous or Nonhazardous Materials Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (7/18) (Cancels GIS 779)
- 793 Hazardous or Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5HM) (8/18) (Cancels GIS 780)
- 794 Peat Moss, Bagged or Baled, in Cushioned Boxcars (CCLG Part 8, Section 6.6, New)(8/18)
- 795 Coiled Metal on Platforms/Skids in Boxcars (CCLT Part 9, Section 3.2, New)(8/18)
- 796 58 in. Diameter Roll Pulpboard with an Incomplete Layer (CCLG Part 2, Section 5.8 New)(8/18)
- 797 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-19, Revised)(11/18)(Cancels GIS 789)