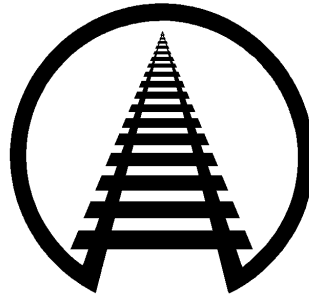


General Information Series No. 814

Bales of Wood Pulp in Boxcars

(CCLG Part 8, Section 6.5.1 (revised); Section 6.5.5 (new) (Cancels GIS 805))

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



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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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

Cars must be inspected by shipper at loading point to verify that cars are in suitable condition to carry load safely to destination. Cars must have sound roofs, sides, floors and end walls; and operable, snug-fitting doors.

It is important that boxcars are clean and free from protruding nails, brads, staples, temporary anchor plates, fragments of steel strap, old blocking etc. Some projections of lining or anchor devices may require covering with sheets of corrugated fiberboard taped in place.

Referenced paragraphs may be found in the Closed Car Loading Guide (CCLG) 1, *Minimum Loading Standards for Freight in General Purpose Boxcars* and Closed Car Loading Guide Part 8, *Minimum Loading Standards for Bagged and Baled Commodities in Closed Car* (July 2014)

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Closed Car Loading Guide Part 8 – *Minimum Loading Standards for Bagged and Baled Commodities in Closed Cars*

Section 6.5 Bales of Wood Pulp in Boxcars Using Pneumatic Dunnage Bags as Lengthwise Bracing (revised)

6.5.1 Use this method for loading bales of hardwood or softwood pulp in boxcars with inside lengths of 50 ft. to 60 ft. 9 in. and accumulated lateral voids of 18 in. or less. Use the appropriate level of pneumatic dunnage for lengthwise bracing.

6.5.5 Securing incomplete layers of Wood Pulp (new)

6.5.5.1 Avoid incomplete layers in shipments whenever possible. However, when incomplete layers have to be loaded, protect the lading from lengthwise movement.

6.5.5.2 For loading an incomplete second layer, distribute the load equally at each end of the car.

- Secure incomplete layers with wooden gate per CCLG Part 1 Section 8.3. Secure each end of the incomplete layer using two AAR approved Type 1A Grade 5 straps in a belt-loop configuration, threading each end of the strap through opposing wall anchors on opposite sides of the car at least 36 inches behind the face of the incomplete layer. Bring the strap ends together across the face of the incomplete layer and buckle and tensioned per manufacturer's instructions. Separate straps may also be used on opposite side wall anchors and both strap ends joined with two buckles and tensioned per manufacturer's instruction. See Figure 1. Or,
- Secure incomplete layers with a blocking stack of bales, using no more than 4 risers a maximum of 24 inches in height. The top layer must be blocked by the stack on risers by a minimum of 50% of the top layer height. Wooden pallets, or corrugated risers having a minimum crush strength of 6,000 lbs./ft², may be used. Use buffer material to protect the product from contacting the risers. See Figure 2. Or,
- Secure incomplete layers with nonmetallic strapping, lengthwise filler panels, and blocking bales. Place lengthwise filler panels with a minimum of 1,500 lb/ft² crush strength in front of the incomplete layer. Cover a majority of the facing of the incomplete layer. Secure the incomplete layer using two AAR approved Type 1A Grade 5 straps in a belt-loop configuration, threading each end of the strap through opposing wall anchors on opposite sides of the car at least 36 inches behind the face of the incomplete layer. Bring the strap ends together across the face of the lengthwise filler panels and buckle and tensioned per manufacturer's instructions. Separate straps may also be used on opposite side wall anchors and both strap ends joined with two buckles and tensioned per manufacturer's instruction. Use wooden pallets or corrugated risers, having a minimum crush strength of 6,000 lbs./ft² to block the incomplete layer by a minimum of 6 in. See Figure 3.
- The blocking stacks for a partial layer must be at least 75% behind the doorposts.

6.5.5.3 Load and secure the doorway area following approved load securement methods for wood pulp bales. Apply doorway protection as outlined in Closed Car Loading Guide Part 8.

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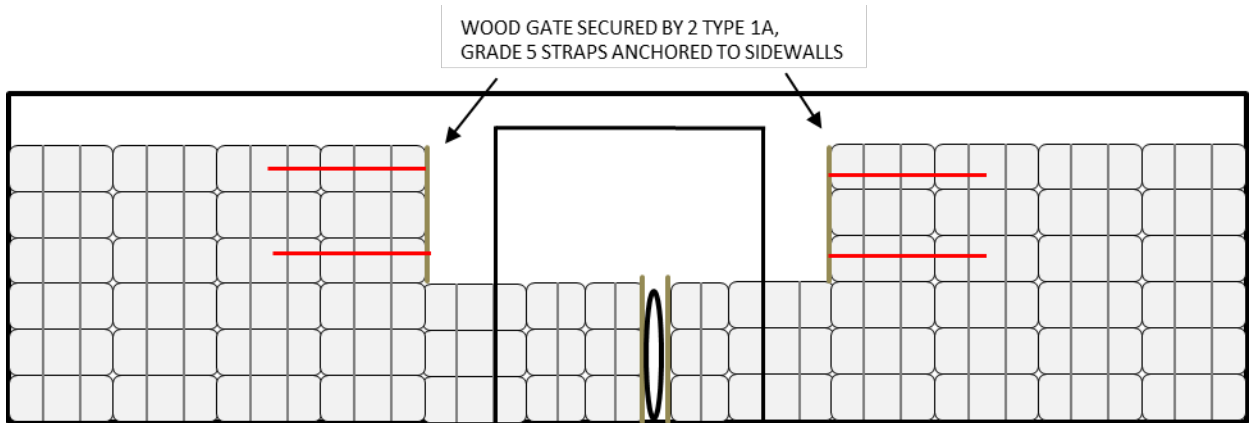


Figure 1
Incomplete layer secured with wooden gate

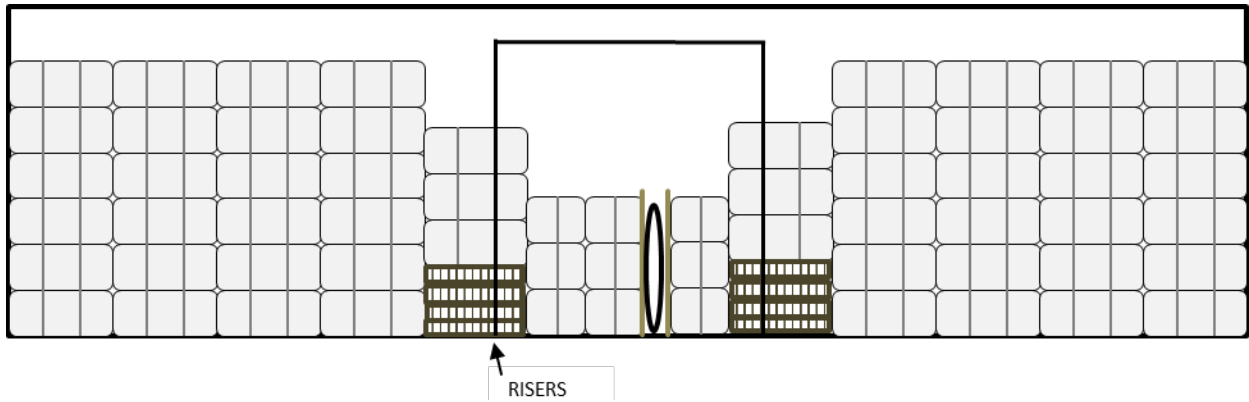


Figure 2
Incomplete layer secured with blocking bales

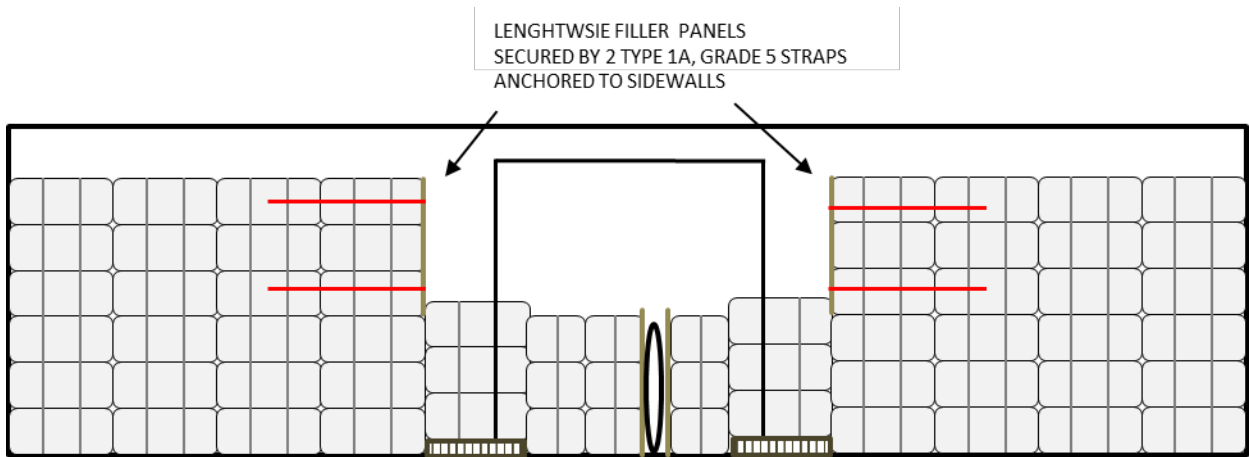


Figure 3
Incomplete layer nonmetallic strapping, lengthwise filler panels, and blocking bales

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General Information Series Publications

- 740** Doorway Protection for Baled paper in Boxcars (11/14)
- 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)
- 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)
- 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)
- 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)
- 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)
- 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)
- 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 S.A.M. D.I.D. Bags (Intermodal Loading Guide Method F-4 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)
- 798** Intermodal Loads Secured with TyGard DS™ (Intermodal Loading Guide Method B-9, Revised) (11/18)
- 799** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (Intermodal Loading Guide Method E-21, Revised) (12/18)
- 800** 54 in. Diameter Paperboard on End Using Rubber Mats (Intermodal Loading Guide Method E-22) (12/18)
- 801** 49 in. Diameter Roll Paper in 52 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (12/18) (New)
- 802** 58 in. Diameter Paper Rolls T-Loaded in 60 ft. Boxcars with 16 ft. Double Plug Doors Using Lengthwise Void Filler Panels (CCLG Part 2. 6.6.16.1.7 & 5.7.12.1) (12/18) (New)
- 803** Stretch Film Roping of Steel Coils and Coil Loading Methods for Railroad Shipments (CCLG Part 9, Section 4.4. Revised; (12/18)
- 804** Lengthwise Void Filler Panels in Rigidly Braced Roll Paper Load Securement (CCLG Part 2, Section 5.7.2, 7.10.1, 7.10.5, 7.10.6 & 7.10.7 Revised) (2/19)
- 806** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (cancels GIS 740; CCLG Part 8, Section 8.4 (revised) (2/19)
- 807** 54 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with 16 ft. Wide Plug Doors. (CCLG Part 2, 7.10.8; Section 8, 60 ft Cars – 54 in. Diameter Rolls) (New) (4/19)
- 808** 45 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2, 8.2.3.9, New) (4/19)

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- 809** Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (CCLG Part 7, Section 6.10-New) (4/19)
- 810** Reinforced Longitudinal Void Fillers for Plastic, Metal or Wood Intermediate Bulk Containers with Tomato Products (CCLG Part 7, 6.1.6, 6.2.10.6, 6.3.6, 6.10.6 (revised) (4/19)
- 811** Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags - Horen(CCLG Part 7, Section 6.11-New) (6/19)
- 812** 49 in. Diameter Roll Paper in 50 ft. and 60 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2, Section 8, 50 ft. & 60 ft. Cars – 49 in. Diameter Rolls) (6/19)
- 813** Roll Paperboard in Boxcars with Doorway Stacks on Risers and Rubber Mats (6/19) (Cancels GIS 763)
- 814** Bales of Wood Pulp in Boxcars (CCLG Part 8 Section 6.5.1 (revised) and Section 6.5.5 (new) (6/19) (Cancels GIS 805)