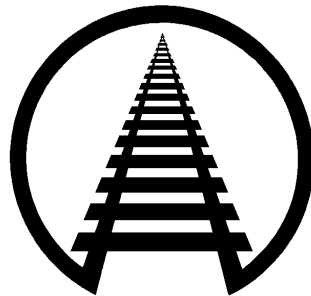


General Information Series No. 826

Building Brick in Closed Cars – Incomplete Layer Securement – Woodpack Walls (Litco)

(CCLG Part 5, Section 7.1.1& 7.1.2 (revised); Section 7.7 (new))

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-N 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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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 Closed Car Loading Rules Manager, dpls@aar.com.*

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* (January 2014) and Closed Car Loading Guide Part 5, *Minimum Loading Standards for Building Brick in Closed Cars* (June 2014)

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Closed Car Loading Guide Part 5 – *Minimum Loading Standards for Building Bricks in Closed Cars*

Section 7.0 Incomplete Layer Load; 7.1 General Information (revised)

7.1.1 When necessary to load a partial layer of brick or an incomplete layer of brick, secure against shifting. Figures 7.1 through 7.7 show various methods of securing partial or incomplete layers.

7.1.2 When the incomplete layer is secured in the ends of the car, place approximately the same amount of brick in each end of the boxcar to balance the car. Check the load limits of the car; do not overload one or both set of trucks. Place the end loads between either full height gates of 1 in. x 6 in. rough cut lumber and secure with a sufficient number of horizontal or vertical straps (see paragraph 7.2 and 7.3 and Figures 7.2 and 7.3) or Woodpack Walls (see paragraph 7.7 and Figure 7.7)

7.7 Securing incomplete layers using Woodpack Walls

7.7.1 Use corrugated fiberboard, straw, or equivalent material to sufficiently line the floor of the car and between layers to reduce friction with the brick packages.

7.7.2 Use corrugate fiberboard or equivalent material stack separators placed across the car between each stack of multipacks (cubes).

7.7.3 Woodpack Walls are 52 in. x 76 in. x 4 in. panels consisting of a minimum of six – 2 in. x 4 in. lumber pieces with a corrugated core. Two Woodpack Walls are connected to make a 104 in. x 76 in. x 4 in. full panel. The panels are nailed together using a 2 in. x 4 in. x 48 in. lumber strip at the top and center of the combined panels.

7.7.4 Load one full set of Woodpack Walls against each end-wall and connect with the lumber strip. Load the double stacked brick rows on each end of the boxcar. After the last row of double stack bricks are loaded, place one full set of Woodpack Wall panels in front of the double stacked brick sections and connect with the lumber strip. See Figure 7.7.

7.7.5 Unitize both sets of Woodpack Wall panels and double stacked brick on each end of the boxcar with vertical encircling straps. Use two - 1 ¼ in. x 0.029 in. steel straps or equivalent per panel of Woodpack Walls for a total of four straps in each end of the boxcar. Reference CCLG Part 1 for further information on approved strapping.

7.7.6 Load the single layer brick thru the remainder of the boxcar. Use the appropriate level of pneumatic dunnage for the weight of the load. Do not extend the dunnage bag beyond the face of the load. Void space taken up the dunnage bag after the inflation must be not less than 4 in. nor greater than 12 in. Place dunnage bag in the void so that after inflation it is 1 in. above the car floor. Inflate to 8 psi.

7.7.7 Use two sheets of 276 lb., double-wall corrugated fiberboard on each side of the dunnage bag, covering the entire load face.

7.7.8 Shroud all end-wall and doorway units to prevent brick from falling out of the package. (See CCLG Part 5 – Figures 4.3 and 4.4)

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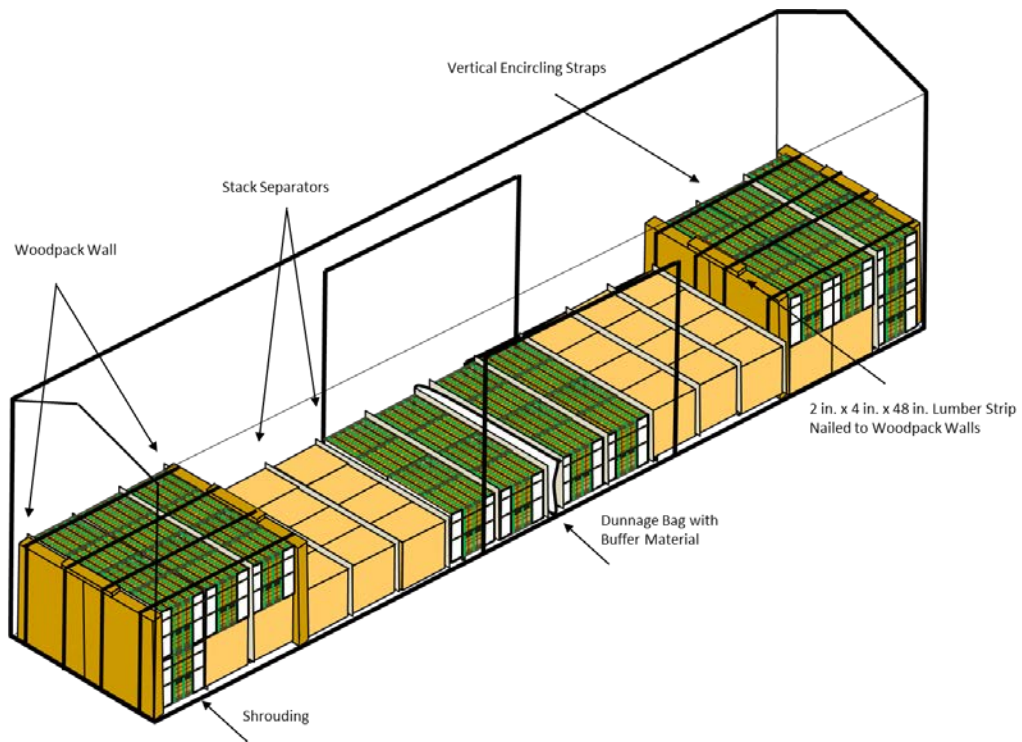


Figure 7.7
Incomplete layer secured with Woodpack Walls

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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)
- 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)
- 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)
- 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)
- 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)
- 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)

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General Information Series Publications

- 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)
- 815** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (cancels GIS 806; CCLG Part 8, Section 8.4 (revised) (6/19)
- 816** Pallet Grip® Stretch Wrap (CCLG Part 1 Section 5.4.3; CCLG Part 6 Section 4.6.3 – New) (6/19)
- 817** Case Goods Secured by Stopack Max Blocker D.I.D Bags (Intermodal Loading Guide Method F-5 - New) Revised (9/19)
- 818** 51 in. Diameter Roll Paper in 50 ft. and 60 ft. Cushioned Boxcars using Horizontal Airbags (CCLG Part 2 – Section 8, 50 ft. & 60 ft. boxcars, 51 in. Diameter Rolls – New) (7/19)
- 819** 48 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars using Horizontal Airbags (CCLG Part 2 – Section 8, 50 ft. boxcars 48 in. Diameter Rolls – Cancels GIS 770) (7/19)
- 820** 54 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 20 Floor-Spots (CCLG Part 2 – Section 8, 50 ft. boxcars, 54 in. Roll Paper – New) (7/19)
- 821** 58 in. Diameter Paper Rolls T-Loaded in 60 ft. boxcars with 16 ft. Wide Double Plug Doors Using Lengthwise Filler Panels (CCLG Part 2, Section 6.6.16.1.7 (T-Loading); 8.3.6.8 (Pattern); 5.7.12.1 (Risers); Cancels GIS 802)
- 822** Palletized or Crated Auto Parts Secured by Web Strap Assemblies in 53 ft. Containers (Intermodal Loading Guide Method H-16 – New) (9/19)
- 823** Plywood and Similar Panels Products – Loading Doorway Areas (CCLG Part 3 – Section 7.3.1; 7.3.2; 7.3.3; and 7.4.3 (revised)) (10/19)
- 824** Case Goods Secured by Stopack Blocker D.I.D Bags (Intermodal Loading Guide Method F-6 – New) (10/19)
- 825** Loading Bundled Ingots with Open Doorways (CCLG Part 10 – Section 3.2; 6.2; and 6.10 (revised)) (10/19)
- 826** Building Brick in Closed Cars – Incomplete Layer Securement – Woodpack Walls (Litco) (CCLG Part 5 – Section 7.1.1 & 7.1.2 (revised) and Section 7.7 (new)) (11/19)