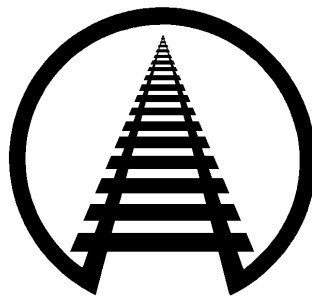


General Information Series No. 828

44 in. Diameter Roll Paper Loaded in 50 ft. Cushioned Boxcars Using Horizontal Airbags

(CCLG Part 2 (12/19); Pattern 8-50-44-30-1 (New))

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



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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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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. Car interiors must have, but are not limited to, sound roofs, sides, floors, and endwalls; and operable, snug-fitting doors. Any exception is cause for the car to be rejected.

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) Part 2, *Best Practices for Loading Roll Paper in Railcars*, December 2019.

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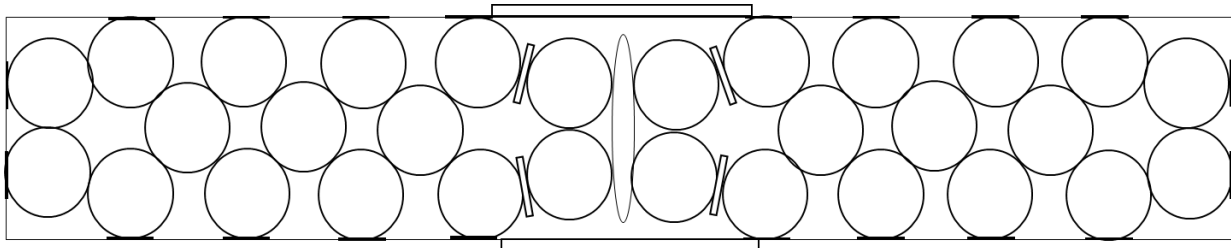
This method is only applicable to paper rolls 44 in. diameter loaded in 50 ft. long cushioned boxcars with 10 ft. doorways and may not be suitable for other paper grades or diameters.

1. Load rolls in a 2-2 centered and 2-1-2 pattern in each end of the railcar. Doorway rolls are loaded in a four-roll inset pattern with doorpost rolls a minimum of 50 % behind the doorpost.
2. Use wall liners or lengthwise void filler to reduce lengthwise void in the doorway area. See paragraphs 5.6.2 and 5.6.4 in Closed Car Loading Guide Part 2 (11/19) for detailed information on wall liner and lengthwise void filler application.
3. Use air bags installed horizontally, one per layer, but not less than 36 in. in width, of the appropriate level for the weight of the load. Air bags installed horizontally should be at least 6 in. greater than twice the roll diameter in height (or width when installed horizontally). Use buffer sheets to protect the bags from pinch points between roll layers. Inflate to 8.0 psi or per manufacturer's recommendation. Check each air bag 30 minutes after inflating and re-inflate as necessary to proper inflation pressure.
4. Use suitable doorway protection for sliding door cars.

8-50-44 50 ft Car—44 in. Diameter Rolls

Load Plan Number	Car Size	Floor Spots	Securement	Paragraph Reference Number
8-50-44-30-1	50'6" x 9'6"	30	Horizontal dunnage bags	5.6, 6.2

8-50-44-30-1 44 in. Diameter 50-6 x 9-6 Railcar Horizontal Dunnage Bags 30 Floor Spots



Suitable Door Types	Doorway Protection	Maximum Door Width (ft)	Suitable Draft Gear Type
Single sliding	7.3/7.4	10	Cushion Underframe
Single plug	7.6	10	

Reference paragraph 5.6, 6.2

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General Information Series Publications

- 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) (ILG Method I-6) (new 11/16)
- 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)
- 765** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (7/17)
- 768** Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (9/17)
- 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) (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 (ILG Method F-4 New) (4/18)
- 784** Cased Goods Secured by S.A.M. D.I.D. Bags (ILG 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)
- 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)
- 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™ (ILG Method B-9, Revised) (11/18)
- 799** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (ILG Method E-21, Revised) (12/18)
- 800** 54 in. Diameter Paperboard on End Using Rubber Mats (ILG Method E-22) (12/18)
- 803** Stretch Film Roping of Steel Coils and Coil Loading Methods for Railroad Shipments (CCLG Part 9, Section 4.4. Revised; (12/18)
- 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)
- 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 (ILG Method F-5 - New) Revised (9/19)
- 822** Palletized or Crated Auto Parts Secured by Web Strap Assemblies in 53 ft. Containers (ILG 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 (ILG 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)
- 827** Drum Layer Separators for Intermodal Shipments (Hazardous or Nonhazardous) (ILG Methods: B-3; B-8; B-9 (GIS 798); G-2; G-3; I-1; I-2; I-3; & I-4 (GIS 792)) (11/19)
- 828** 44 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2 (12/19) Pattern: 8-50-44-30-1 (New)) (12/19)