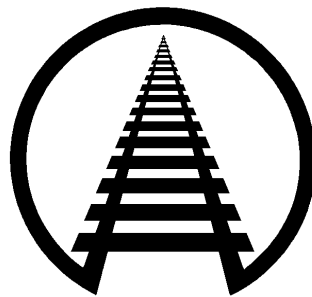


General Information Series No. 829

39 in. Diameter Roll Paper Loaded in 50 ft. Cushioned Boxcars Using Vertical Airbags

(CCLG Part 2 (12/19); 7.12.1 (revised); Pattern 8-50-39-44-1 (New))

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



Issued
December 2019

Published by
Association of American Railroads/TTCI
Damage Prevention and Loading Services
55500 DOT Road
Pueblo, CO 81001

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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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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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39 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Vertical Airbags

This method is only applicable to paper rolls 39 in. diameter loaded in 50 ft. long cushioned boxcars with a maximum 12 ft. doorways and may not be suitable for other paper grades or diameters.

1. Load rolls in a triple across lengthwise in-line loading pattern through the boxcar. Ensure doorway rolls are not contacting either door.
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 airbags, the appropriate level for the weight of the load, installed vertically - one per row. Airbags should be a minimum of two-thirds the height of the adjacent stacks. The airbag width should not be less than 10 in. less the roll diameter. Use buffer sheets to protect the bags from pinch points between roll layers. Contour buffer pads may be used to provide a uniform load face for the airbag and prevent bag displacement. Do not use filler panels adjacent to airbags. Inflate to manufacturer's recommended pressure. 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.

7.12. Exceptions (revised)

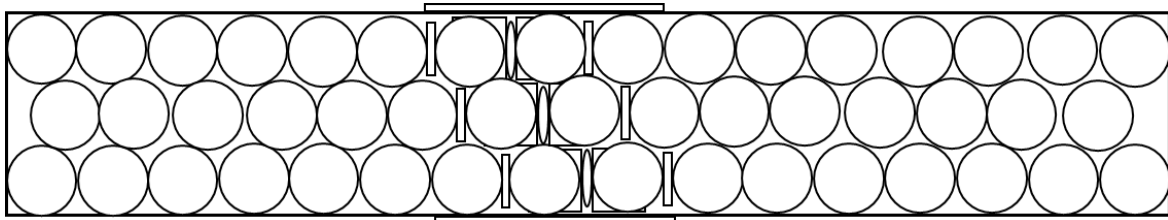
7.12.1 Paper rolls having a nominal diameter of 39 in., 40 in., or 42 in. and loaded in a triple across lengthwise in-loading pattern in the doorway area in cushion-equipped cars with single plug doors do not require doorway line protection.

- Cars must be equipped with a minimum 15 in. end-of-car cushioning device or a sliding center sill.
- Loads must have roll-to-roll centerline contact lengthwise in the car.
- Loading pattern must be secured using an AAR-approved method.

8-50-39 50 ft Car—39 in. Diameter Rolls

Load Plan Number	Car Size	Floor Spots	Securement	Paragraph Reference Number
8-50-39-44-1	50'6" x 9'2", 9'4", 9'6"	44	Vertical dunnage bags	5.6, 6.1

8-50-39-44-1 39 in. Diameter 50-6 x 9-2, 9-4, 9-6 Railcar Vertical Dunnage Bags 44 Floor Spots



Suitable Door Types	Doorway Protection	Maximum Door Width (ft)	Suitable Draft Gear Type
Single sliding	7.3/7.4	12	Cushion Underframe
Single plug	No-7.12	12	

Reference paragraph 5.6, 6.1

General Information Series No. 829

39 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Vertical Airbags

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 Stopak 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)
- 829** 39 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Vertical Airbags (CCLG Part 2 (12/19) 7.12.1 (revised); Pattern 8-50-39-44-1 (new)) (12/19)