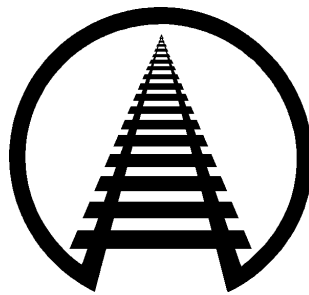


# **General Information Series No. 839**

## **Contour Pad Application with Roll Paper**

**(CCLG Part 2 (12/19): Section 5.6.2.5 & 5.6.2.6 (revised))**

**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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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](mailto: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.

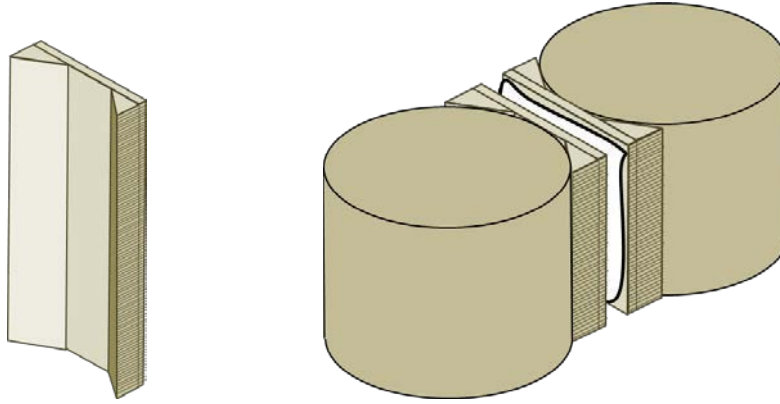
Referenced paragraphs may be found in the Closed Car Loading Guide (CCLG) Part 2, *Best Practices for Loading Roll Paper in Railcars*, December 2019.

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#### Contour Pad Application

**5.6.2.5** Contour pads serve to maintain the stability of airbags for vertical airbag application. Use contour pads having a minimum crush strength of 4,500 lb./ft<sup>2</sup>. Contour pads are not considered void fillers. Place contour pads centered on the roll and parallel to the contour pad on the opposite roll in the airbag void. See Figure 1.

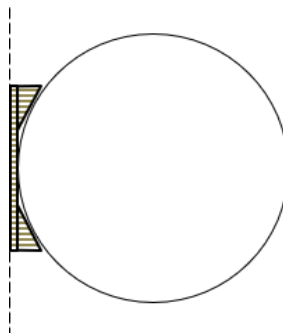


**Figure 1**  
Contour pads used with vertical airbags

**5.6.2.6** Contour pads are to be the appropriate size for the roll diameter. Reference Table 1 for minimum pad width based on roll diameter. Contour pad wedges are to be sized, as such, that when the pad is in 3-points of contact with the roll, the back face of the pad is flat. See Figure 2. For roll diameter sizes not listed, follow manufacturer's instructions for appropriate size contour pads.

Roll Diameter (in.):	40 – 42 in.	54 – 60 in.
Minimum Pad Width (in.):	18 in.	24 in.

**Table 1**  
Minimum contour buffer pad width



**Figure 2**  
Contour pad application with 3-points of contact and flat pad facing (dashed line)

## General Information Series No. 839

### Contour Pad Application with Roll Paper

#### General Information Series Publications

- 754 Wood Bins Braced by Disposable Inflatable Dunnage Bags and Lengthwise Fillers (CCLG Part 7) (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) (11/16)
- 759 Revision to Paragraph 2.5, Distribution of Weight Crosswise in Cars (CCLG Part 10) (2/17)
- 760 Incomplete Layers of Plywood Secured in Boxcars with Nonmetallic Straps (CCLG Part 3) (2/17)
- 765 Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (CCLG Part 7) (7/17)
- 768 Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (ILG Method E-23) (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 (CCLG Part 7) (4/18)
- 782 Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Schoeller Allibert (CCLG Part 7) (4/18)
- 783 Cased Goods Secured by Tuff Wrap™ D.I.D. Bags (ILG Method F-4) (4/18)
- 784 Cased Goods Secured by S.A.M. D.I.D. Bags (ILG Method F-4) (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) (6/18)
- 787 Universal Storage Containers Loaded in 53 ft. Intermodal Containers (ILG Method H-15) (6/18)
- 791 DRUM-PAK® Dunnage for Open Head Drums in Cushioned Boxcars (CCLG Part 7) (6/18)
- 794 Peat Moss, Bagged or Baled, in Cushioned Boxcars (CCLG Part 8) (8/18)
- 795 Coiled Metal on Platforms/Skids in Boxcars (CCLG Part 9) (8/18)
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- 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) (12/18)
- 810 Reinforced Longitudinal Void Fillers for Plastic, Metal or Wood Intermediate Bulk Containers with Tomato Products (CCLG Part 7) (4/19)
- 811 Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags - Horen (CCLG Part 7) (6/19)
- 814 Bales of Wood Pulp in Boxcars (CCLG Part 8) (6/19)
- 815 Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (CCLG Part 8) (6/19)
- 817 Case Goods Secured by Stopack Max Blocker D.I.D Bags (ILG Method F-5) (9/19)
- 822 Palletized or Crated Auto Parts Secured by Web Strap Assemblies in 53 ft. Containers (ILG Method H-16) (9/19)
- 823 Plywood and Similar Panels Products – Loading Doorway Areas (CCLG Part ) (10/19)
- 824 Case Goods Secured by Stopak Blocker D.I.D Bags (ILG Method F-6) (10/19)
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- 829 39 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Vertical Airbags (CCLG Part 2) (12/19)
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- 835 Double Layer Loads of Nonhazardous Materials Secured with HFLASH RHS Securement System in a 20-ft Container (ILG Method I-7) (4/20)
- 836 Wood Bin Containers for Shipping Liquid or Paste Products in Boxcars (CCLG Part 7) (5/20)
- 837 54 in. Diameter Roll Paper Loaded in 50 ft. Boxcars (CCLG Part 2) (5/20)
- 838 Unitizing with Stretch Wrap or Film, Stretch Wrap Roping, Shrink Netting or Shrink Film (CCLG Part 1; CCLG Part 6) (6/20)
- 839 Contour Pad Application with Roll Paper (CCLG Part 2) (6/20)