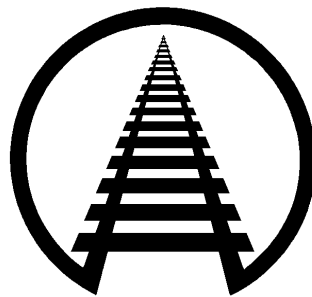


General Information Series No. 845

Roll Paper in Boxcars with Doorway Rolls on Risers and Rubber Mats

(CCLG Part 2 (12/19); Section 5.7.11.3 (Revised); Section 7.11. 6.1 (Revised))

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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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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5.7.11.3 If risers are used in the doorway with rubber mats as the method of doorway protection the following conditions must be met (see Figure 1).

- This loading method is for roll diameters smaller than 58 in. in cushion underframe boxcars up to 60 ft. 9 inch. inside length with 16 ft. wide double plug doors.
- This loading method is for roll diameters 58 in. and larger in rigid and cushion underframes boxcars with up to 60 ft. 9 in. inside length with a maximum 16 ft. wide plug or sliding doors.
- This loading method is approved for use only in loads of roll paperboard using rigid lengthwise fillers. Do not use airbags for load securement with this method.
- Pad risers are the correct size for the roll diameter and the rubber mat is the same size or larger than the riser.
- Rubber mat is a minimum 2 mm thick.
- Rubber mats are applied on the floor under the riser and between the roll and the riser. Alternatively, rubber mats may be glued to both side of the risers.
- Risers must be pad risers and have 9,000 lb./ft² crush strength.

7.11.6.1 Rubber mats may be applied with risers in the doorway in the following applications. See Figure 1.

- This loading method is for roll diameters smaller than 58 in. in cushion underframe boxcars up to 60 ft. 9 inch. inside length with 16 ft. wide double plug doors.
- This loading method is for roll diameters 58 in. and larger in rigid and cushion underframes boxcars with up to 60 ft. 9 in. inside length with a maximum 16 ft. wide plug or sliding doors.
- This loading method is approved for use only in loads of roll paperboard using rigid lengthwise fillers. Do not use airbags for load securement with this method.
- Load is secured with two-third height to full-roll-height lengthwise void fillers having a crush strength of 2,250 lb./ft². No more than three panels may be used in one location to fill a void of no more than 12 in. Reference section 5.6 – Void fillers.
- Risers are square riser pads that are the correct size and strength for the roll diameter and weight. Reference section 5.7 – Risers
- Rubber mat is minimum 2mm thick and the same size or larger than the riser.
- Rubber mat is applied between the floor and the riser and between the riser and the roll. Rubber mat may also be glued to the riser per manufacturer's instructions.
- Risers must be pad risers and have 9,000 lb./ft² crush strength.

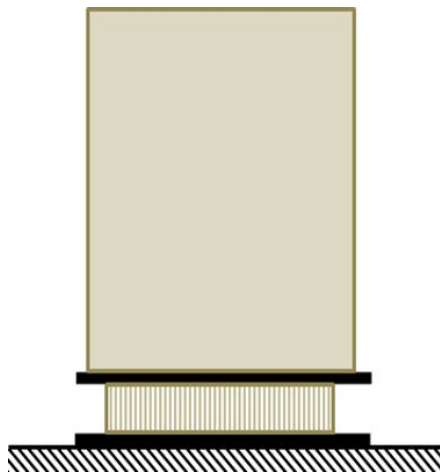


Figure 1 - Rubber mat and riser application

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Roll Paper in Boxcars with Doorway Rolls on Risers and Rubber Mats

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)
- 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) (11/18)
- 798** Intermodal Loads Secured with TyGard DS™ (ILG Method B-9) (11/18)
- 799** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (ILG Method E-21) (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) (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)
- 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 3) (10/19)
- 824** Case Goods Secured by Stopak Blocker D.I.D Bags (ILG Method F-6) (10/19)
- 825** Loading Bundled Ingots with Open Doorways (CCLG Part 10) (10/19)
- 826** Building Brick in Closed Cars – Incomplete Layer Securement – Woodpack Walls (Litco) (CCLG Part 5) (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 Roll in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2) (12/19)
- 829** 39 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Vertical Airbags (CCLG Part 2) (12/19)
- 830** 72 in. Diameter Paper Rolls Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Double-S Straps (CCLG Part 2) (2/20)
- 831** Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (CCLG Part 7) (3/20)
- 832** 47 in. Diameter Roll Paper Loaded in 60 ft. Cushioned Boxcar with Plug Doors. (CCLG Part 2) (4/20)
- 833** Double Layer Loads of Hazardous or Nonhazardous Materials Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (4/20)
- 834** Hazardous or Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5) (4/20)
- 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)
- 840** 79 in. Diameter Paper Rolls Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Double-S Straps (CCLG Part 2) (6/20)
- 841** 60 in. Diameter Roll Paper Loaded in 60 ft. Cushioned Boxcars with 12 ft. Plug Doors (CCLG Part 2) (6/20)
- 842** 52 in. Diameter Roll Paper Loaded in 50 ft. Cushioned Boxcars with Plug Doors. (CCLG Part 2) (6/20)
- 843** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (CCLG Part 8) (7/20)
- 844** 46 in. Diameter Roll Paper Loaded in 50 ft. Cushioned Boxcars with Plug Doors. (CCLG Part 2) (7/20)
- 845** Roll Paper in Boxcars with Doorway Rolls on Risers and Rubber Mats (CCLG Part 2) (7/20)