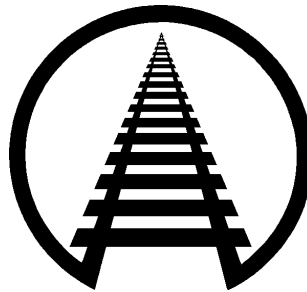


General Information Series No. 848

Lengthwise Void Fillers for Roll Paper

(CCLG Part 2 (12/19): Section 5.6.2.1 – 5.6.2.4(Revised);
5.6.4.2 (Revised); 4.12.14 (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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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.*

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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Lengthwise Void Fillers

5.6.2.1 Use lengthwise void fillers having a minimum crush strength of 2,250 psf.

Note: Lengthwise void fillers are to be applied directly between rolls. Lengthwise void fillers are not to be applied between rolls and the endwalls unless specifically noted in an approved loading pattern. When noted in a specific loading pattern reference the noted crush strength for the lengthwise void filler application. Void fillers applied as wall liners are not considered lengthwise void fillers.

5.6.2.2 Lengthwise void fillers must be at least 50% of the height of the adjacent rolls or stacks of roll or contact at least 50% of the topmost layer of rolls. Filler panels may be stacked on top of each other to meet the requirement.

- Reference paragraphs 7.11 and 7.12 for specific requirements for filler panels used with listed doorway protection methods.

5.6.2.3 In rigidly braced loads (no airbags), secure void filler to adjacent roll if there is a possibility of displacement of the void filler during transit. Contour pads may be used with filler panels in rigidly braced load to prevent displacement.

Note: Contour Pads are not considered filler panels.

5.6.2.4 Do not use more than three fillers in any one lengthwise void. The maximum space filled by void fillers is 12 in. in any one location. Do not use fillers adjacent to airbags. Place void filler in other locations within the load as dictated by car size and roll diameter variations. See appropriate load diagrams in paragraph 8.0 “Best Practices Load Plans”. See Figure 1.

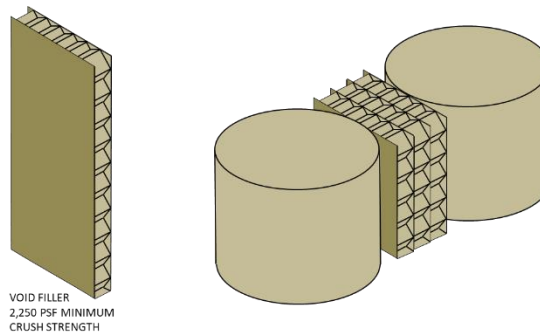


Figure 1
Void fillers

Wall Lining

5.6.4.2 Wall liners must have a minimum crush strength of 2,250 psf.

Recommendation: wall liners located between rolls and the endwalls may need additional crush strength (dependent on the weight of the entire load.)

Loading Considerations

4.12.14 When using wall liners (sidewall or endwall), limit the thickness of the void filler to the least amount needed for the loading pattern – generally no more than 2 in. Using excessively thick wall liner can reduce the amount of void space in the pattern, limit the effectiveness of the airbag, or push the doorpost rolls too far into the doorway area. Thicker wall liners, if crushed during the loading or while in transit, can significantly impact the loading pattern because it allows for additional movement in the loading pattern

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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 DST™ (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)

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General Information Series Publications

- 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)
- 846** Securing Incomplete Layers of Paper Rolls (CCLG Part 2) (7/20)
- 847** 50 in. Diameter Roll Paper in 50 ft. Boxcars – 21 & 22 Floor Spots (CCLG Part 2) (7/20)
- 848** Securing Incomplete Layers of Paper Rolls (CCLG Part 2) (7/20)