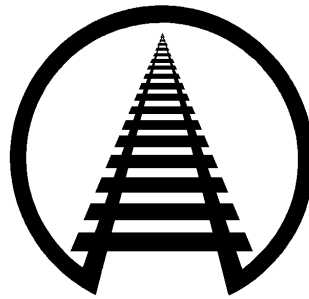


General Information Series No. 858

Bales of Wood Pulp in Boxcars

(CCLG Part 8, Section 6.5.1 (Revised); Section 6.5.5 (Revised) (Cancels GIS 814)

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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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 1, *Minimum Loading Standards for Freight in General Purpose Boxcars* (January 2014) and Closed Car Loading Guide Part (CCLG) Part 8, *Minimum Loading Standards for Bagged and Baled Commodities in Closed Car* (July 2014)

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CCLG Part 8 – Minimum Loading Standards for Bagged and Baled Commodities in Closed Cars

Section 6.5 Bales of Wood Pulp in Boxcars Using Pneumatic Dunnage Bags as Lengthwise Bracing (revised)

6.5.1 Use this method for loading bales of hardwood or softwood pulp in boxcars with inside lengths of 50 ft. to 60 ft. 9 in. and cumulative lateral voids of 18 in. or less. Use the appropriate level of pneumatic dunnage for lengthwise bracing.

6.5.5 Securing incomplete layers of Wood Pulp (revised)

6.5.5.1 Avoid incomplete layers in shipments whenever possible. However, when incomplete layers have to be loaded, protect the lading from lengthwise movement.

6.5.5.2 For loading an incomplete second layer, distribute the load equally at each end of the car. Select a loading method option listed below to secure the incomplete layer:

Option 1: Secure incomplete layers with nonmetallic strapping, lengthwise filler panels or corner protectors, and blocking bales.

1. Place lengthwise filler panels with a minimum of 1,500 psf crush strength in front of the incomplete layer. Cover a majority of the facing of the incomplete layer. See Figure 1.

Or, place corner protectors on each side of the incomplete layer where securement strapping will contact a bale edge. Corner protectors must have sufficient strength to prevent the strapping from contacting or damaging the bales. Corner protectors must be approximately the same height as the bale layer or be designed to prevent the strapping from coming out of position on the corner protector. See Figure 2.

2. Secure the incomplete layer using two AAR approved Type 1A Grade 5 straps in a belt-loop configuration, threading each end of the strap through opposing wall anchors on opposite sides of the car at least 36 inches behind the face of the incomplete layer. Bring the strap ends together across the face of the lengthwise filler panels and buckle and tension per manufacturer's instructions. Separate straps may also be used on opposite side wall anchors and both strap ends joined with two buckles and tensioned per manufacturer's instructions.
3. Use wooden pallets or corrugated risers, having a minimum crush strength of 6,000 psf to block the incomplete layer by a minimum of 6 inches.

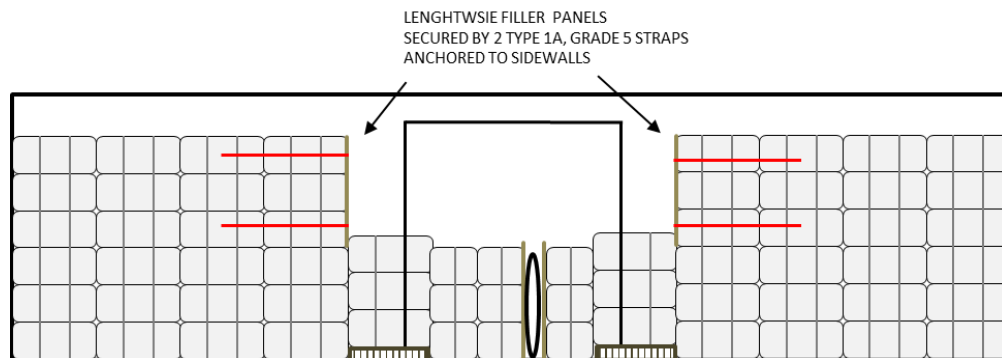


Figure 1
Incomplete layer secured with nonmetallic strapping, lengthwise filler panels, and blocking bales

Bales of Wood Pulp in Boxcars

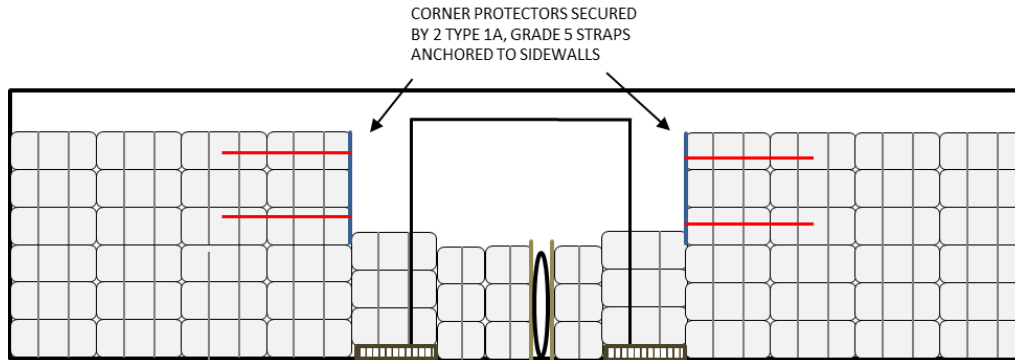


Figure 2

Incomplete layer secured with nonmetallic strapping, corner protectors, and blocking bales

Option 2: Secure incomplete layers with a blocking stack of bales, using no more than 4 risers a maximum of 24 inches in height. The top layer must be blocked by the stack on risers by a minimum of 50% of the top layer height. See Figure 3.

- Wooden pallets, or corrugated risers having a minimum crush strength of 6,000 psf, may be used. Use buffer material to protect the product from contacting the risers.

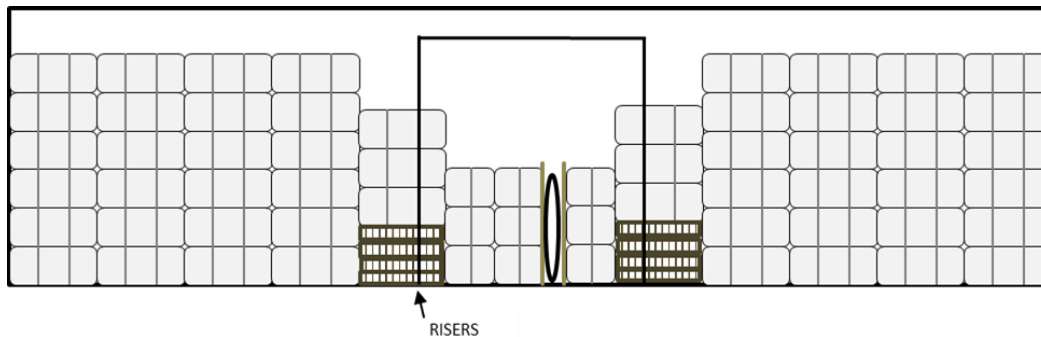


Figure 3

Incomplete layer secured with blocking bales

Option 3: Secure incomplete layers with wooden gates as described in *Closed Car Loading Guide Part 1*. See Figure 4.

- Secure each end of the incomplete layer using two AAR approved Type 1A Grade 5 straps in a belt-loop configuration, threading each end of the strap through opposing wall anchors on opposite sides of the car at least 36 inches behind the face of the incomplete layer. Bring the strap ends together across the face of the incomplete layer and buckle and tension per manufacturer's instructions. Separate straps may also be used on opposite side wall anchors and both strap ends joined with two buckles and tensioned per manufacturer's instructions.

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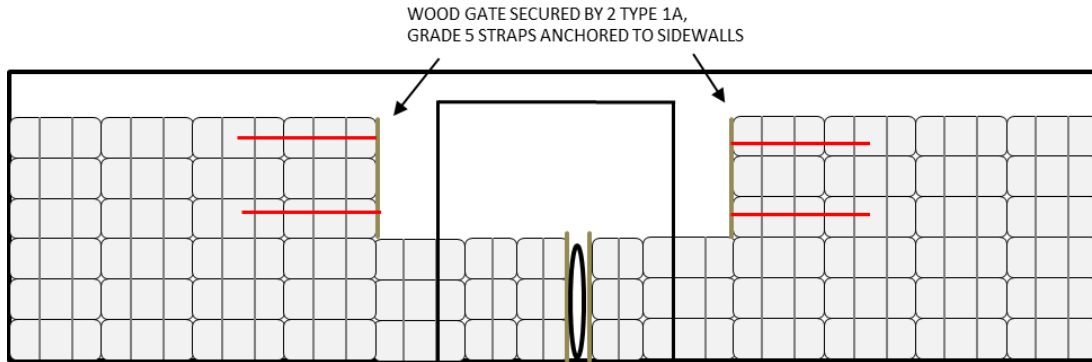


Figure 4
Incomplete layer secured with wooden gates

6.5.5.3 The blocking stacks for a partial layer must be at least 75% behind the doorposts.

6.5.5.4 Load and secure the doorway area following approved load securement methods for wood pulp bales. Apply doorway protection as outlined in *Closed Car Loading Guide Part 8* or applicable GIS updates.

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Bales of Wood Pulp in Boxcars

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)
- 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 Stopack 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)
- 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)
- 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)
- 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)

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- 849** 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) (7/20)
- 850** Unitizing – On Wood Pallets (CCLG Part 1) (8/20)
- 851** 50 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with Plug Doors – 23 Floor Spots (CCLG Part 2) (8/20)
- 852** Cased Goods Secured by Cargo Tuff Dually™ D.I.D. Bags (ILG Method F-7) (9/20)
- 853** 59 in. Diameter Cellulose Loaded in 60 ft. Cushioned Boxcars with 16 ft. Plug Doors (CCLG Part 2) (10/20)
- 854** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (CCLG Part 8) (10/20)
- 855** 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) (10/20)
- 856** 76 in. Diameter Rolls Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Anchored H-Strap (CCLG Part 2) (10/20)
- 857** Incomplete Layer Securement for 50 in. Roll Paper in 50 ft. or 60 ft. Cushioned Boxcars (CCLG Part 2) (11/20)
- 858** Bales of Wood Pulp in Boxcars (CCLG Part 8) (3/21)