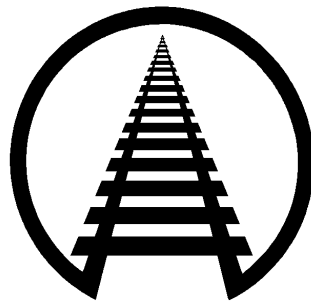


General Information Series No. 868

Lengthwise Filler Material used in Prepared Food and Similarly Packaged Product Shipments

(CCLG Part 6, Section 5.3 (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-O 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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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: Rail 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 rail car. Exercise caution when inside a partially loaded rail car. Lift operators should stay on lift equipment, whenever possible, while inside a partially loaded rail car.

General

Rail cars must be inspected by shipper at loading point to verify that rail cars are in suitable condition. Rail 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 rail car to be rejected.

It is important that rail cars 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* (current edition) and Closed Car Loading Guide Part (CCLG) Part 6, *Minimum Loading Standards for Prepared Food and Similarly Packaged Products in Closed Car* (January 2014).

General Information Series No. 868

Lengthwise Filler Material used in Prepared Food and Similarly Packaged Product Shipments

5.3 Lengthwise Filler Material (revised)

5.3.1 Use lengthwise filler material to take up all lengthwise voids between shipping units. Lengthwise void fillers must be of uniform strength over the face of the void filler and have a minimum crush strength of 1,500 psf (pound per square foot). See Figure 1.

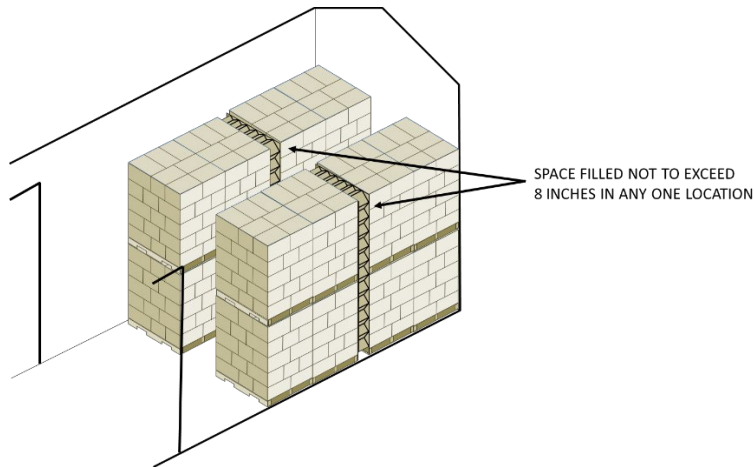


Figure 1 - Use of lengthwise filler material

5.3.2 Void fillers can be fiber-based filler panels or approved specially designed filler materials. Reference specific loading methods for approved use and application information.

5.3.3 When using different types of lengthwise void fillers in the same load, apply identical filler material symmetrically on each side and end-to-end of the boxcar.

5.3.4 Lengthwise filler material can fill up to a maximum of 8 inches in any one location. Secure filler material in position.

5.3.5 Make the height and width dimensions of the faces of the filler material as near as possible to the dimension of the faces of the units they will be placed against. See Figure 2.

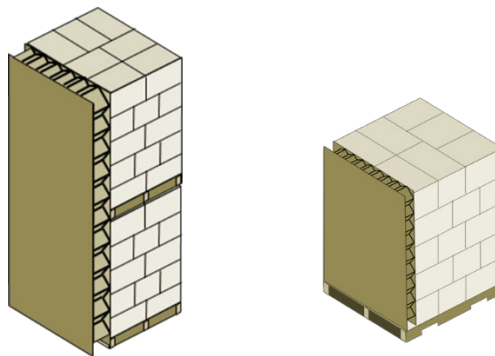


Figure 2 - Filler panel size

General Information Series No. 868

Lengthwise Filler Material used in Prepared Food and Similarly Packaged Product Shipments

5.3.6 No pallet underhang lengthwise in the railcar is permitted, except when filled with approved filler material. Space filled cannot exceed 8 inches. See Figure 2.

5.3.7 Do not use lengthwise filler material as a bulkhead or in lieu of a bulkhead.

5.3.8 Do not reuse corrugated filler material or single use filler material. Do not reuse lumber or other void filler if has been damaged and is no longer capable of filling the intended void.

General Information Series No. 868

Lengthwise Filler Material used in Prepared Food and Similarly Packaged Product Shipments

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)
- 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)
- 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 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)

General Information Series No. 86#-B

Lengthwise Filler Material used in Prepared Food and Similarly Packaged Product Shipments

General Information Series Publications

- 848** Securing Incomplete Layers of Paper Rolls (CCLG Part 2) (7/20)
- 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)
- 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)
- 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)
- 859** 69 in. Diameter Rolls Loaded in 50 ft. Boxcars Secured with Anchored U-Straps (CCLG Part 2) (3/21)
- 860** 50 in. Diameter Paper Rolls T-Loaded in 50 ft. Boxcars (CCLG Part 2) (3/21)
- 861** Case Goods Secured with Floor Blocking and the Super Wedge® XL, Intermodal Wedge XL®, or Intermodal Wedge (Logistick Inc.) (ILG Method H-14) (3/21)
- 863** 59 in. Diameter Cellulose Loaded in 50 ft. Cushioned Boxcars with Maximum 16 ft. Plug Doors (CCLG Part 2) (9/21)
- 864** 58 in. Diameter Roll Paper Loaded in 60 ft. Cushioned Boxcars with Double Doors – Roll Omission (CCLG Part 2) (9/21)
- 866** Doorway Protection for Baled Paper and Other Baled Products in Boxcars (CCLG Part 8) (9/21)
- 867** Bales of Wood Pulp in Boxcars (CCLG Part 8) (11/21)
- 868** Lengthwise Filler Material used in Prepared Food and Similarly Packaged Product Shipments (CCLG Part 6) (11/21)