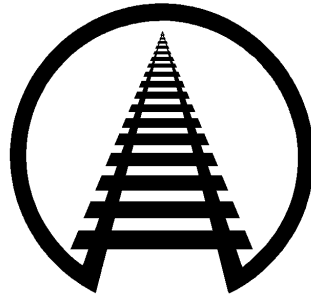


General Information Series No. 794

Peat Moss, Bagged or Baled, in Cushioned Boxcars

**(Closed Car Loading Guide Part 8, Bagged and Baled Commodities,
Section 6.6, New)**

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-M 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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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 Director Damage Prevention and Loading Services, AAR/TTCI, 55500 DOT Road, Pueblo, CO 81001.*

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

Inspection and Selection of Cars

Cars must be inspected by shipper at loading point to verify that cars are in suitable condition to carry load safely to destination. Cars must have sound roofs, sides, floors and end walls; and operable, snug-fitting doors.

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.

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6.6 Peat Moss, Bagged or Baled, in Cushioned Boxcars

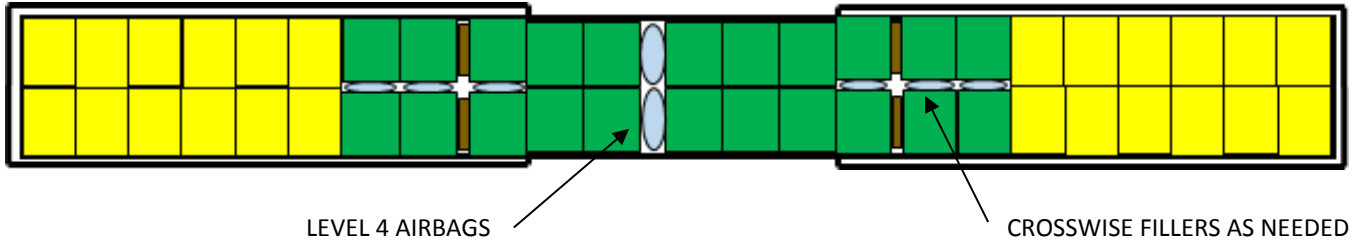
6.6.1 This loading method was tested in 86 ft. long boxcars with peat moss bales/bagged (both palletized and un-palletized). Use this loading method with bagged or baled product, palletized or un-palletized. When palletized, secure the product to the pallet with plastic stretch film. The units are generally loaded two wide and two and/or three high in the ends of the car, with a single layer in the doorway. Figures 6.9-6.11 are examples of load patterns and dunnage placement. The number of units actually loaded will depend on product weight and order requirements.

1. Secure all palletized bales and bags loaded by this method with plastic stretch film per CCLG Part 1 section 5.4.
2. Use suitable separators, such as solid fiberboard sheets or other suitable material, between layers of palletized product.
3. In each end of the car, place units against car sidewalls, and fill all center voids with level 1 airbags inflated to 2.0 psi, corrugated filler panels, or other suitable filler. Crosswise fillers must be at least 2/3's the height of the adjacent stacks.
4. Use corrugated sheets or other suitable buffer material to protect the product from wall abrasions as needed.
5. Use dividers and separator sheets as necessary between rows, stacks, and layers to prevent product-to-pallet contact.
6. For loading an incomplete second layer, distribute the load equally at each end of the car.
 - a. Secure incomplete layers with wooden gate per CCLG Part 1 section 8.3. 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 tension and seal per manufacturer's instructions. Or,
 - b. Secure incomplete layers with a blocking stack of bales/bags, 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. Wooden pallets, or corrugated risers having a minimum crush strength of 6,000 lbs/ft², may be used. Use buffer material to protect the product from contacting the risers.
 - c. The blocking stacks for a partial layer must be at least 75% behind the doorposts.
7. Single stack bales/bags at doorpost and through the doorway area centered along the lengthwise centerline of the car.
8. Fill the remaining lengthwise void between the bales in the doorway area on each side of the boxcar with a level 4 airbag. The space filled by the airbags should be less than 12 inches after inflation. Inflate bags per manufacturer's specifications to 6 psi. Use buffer sheets as necessary to protect the airbags. Check the bags for leakage 30 minutes after inflation. If the void is greater than 12 inches after inflation - void filler must be used to reduce the void.

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PLAN VIEW



SIDE VIEW

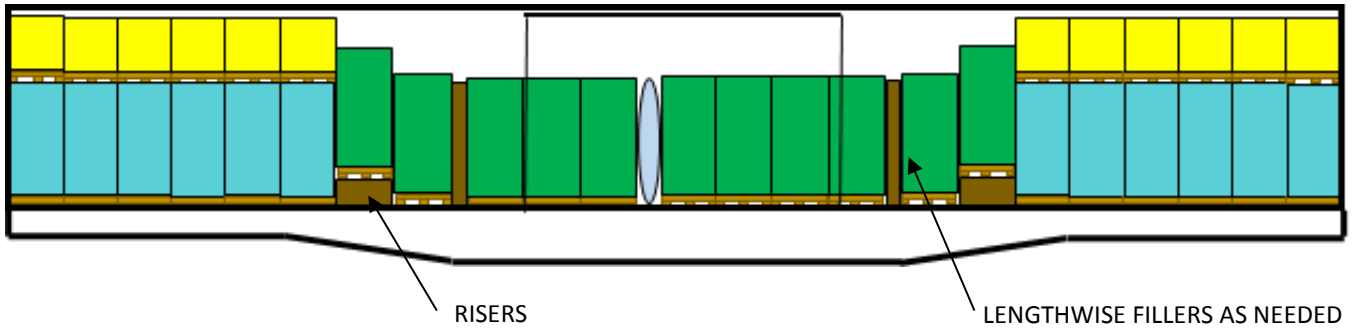
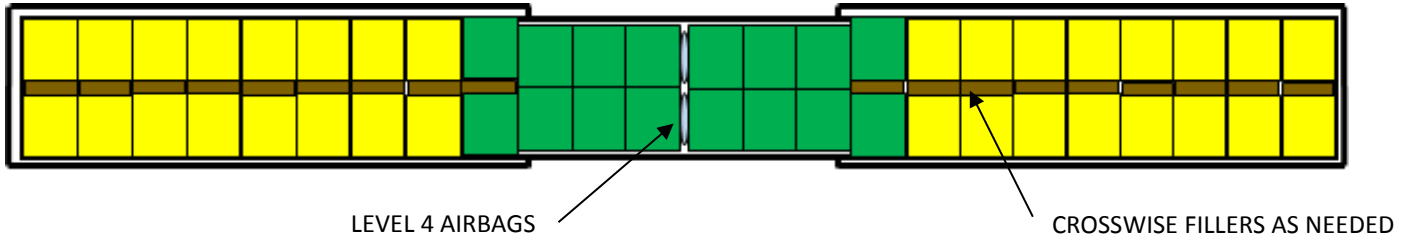


Figure 6.9 Palletized bales with blocking stacks

PLAN VIEW



SIDE VIEW

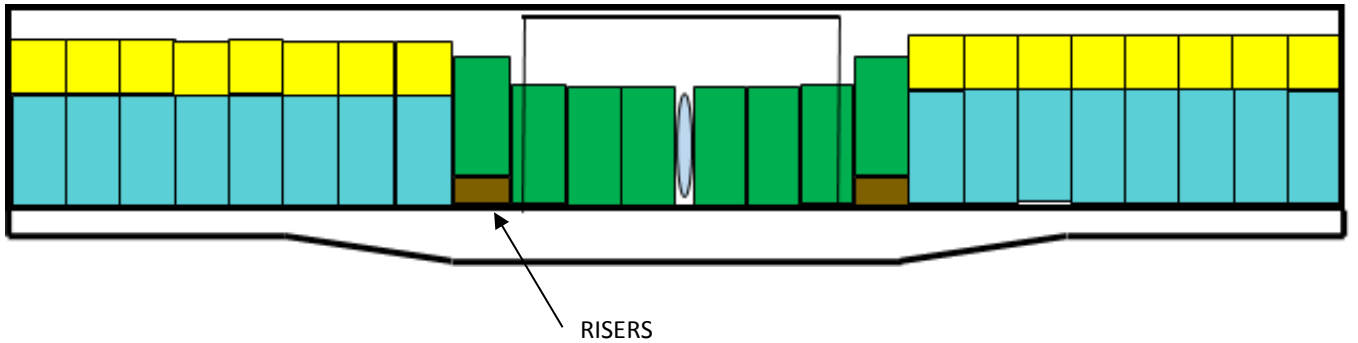


Figure 6.10 Bales with blocking stacks

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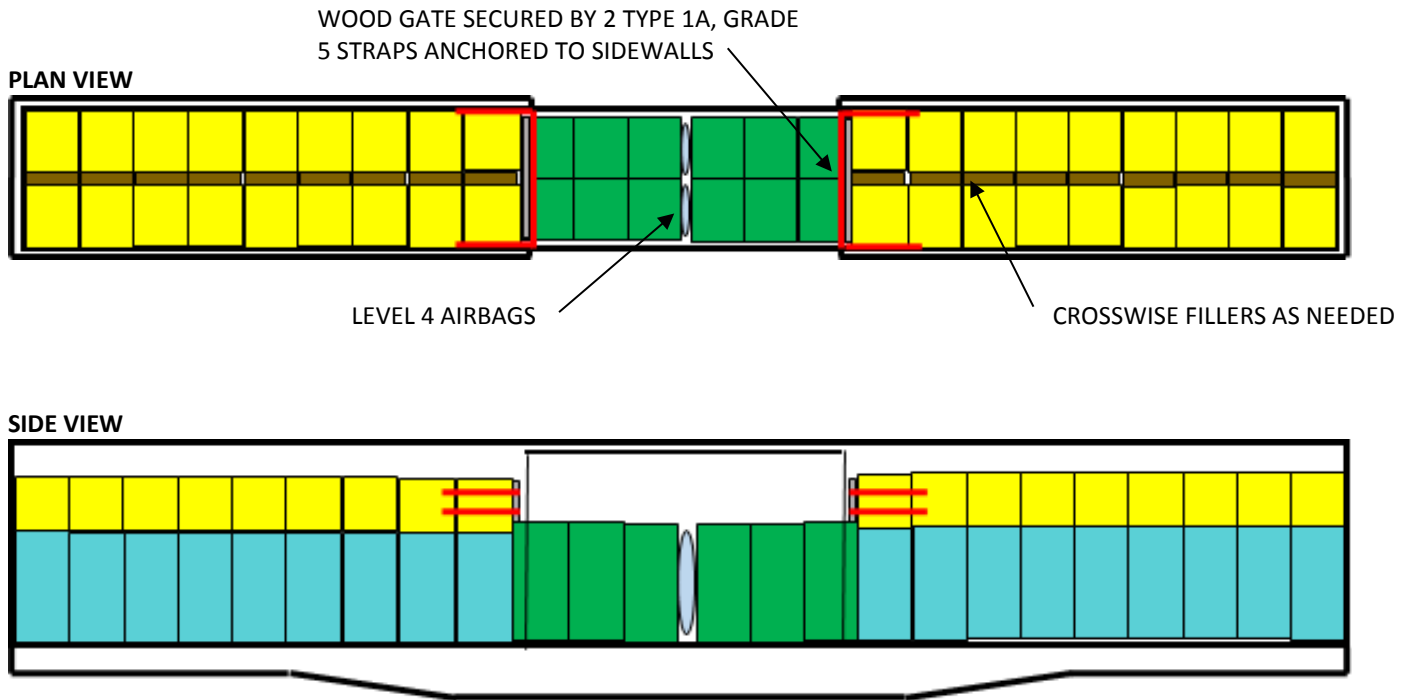


Figure 6.11 Bales with incomplete layer secured with wood gate

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General Information Series Publications

- 749** 50 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with Horizontal Airbags (8/16)
- 750** Double Layer Loads of 55 Gallon Closed Head Steel Drums Secured with Cordstrap® Barriers in a 20-ft Container (Intermodal Loading Guide Method I-4HM) (8/16)
- 752** Large Diameter Paper Rolls in 60 ft. Cushioned Boxcars with Anchored Straps (10/16)
- 753** 60 in. Diameter Roll Paperboard in 60 ft. Boxcars with Doorway Stacks on Risers (10/16)
- 754** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Lengthwise Fillers (CCLG Part 7, Section 6.3 Revised 10/16)
- 755** 55-Gallon Steel Drums on Pallets Secured with Cordstrap® Barriers in 40-ft ISO Containers (Nonhazardous Materials only) (Intermodal Loading Guide Method I-6) (new 11/16)
- 757** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (Revised Intermodal Loading Guide Method E-21) (1/17)
- 758** 58 in. Diameter Roll Pulpboard with an Incomplete Second Layer Loaded On End (Former Pamphlet No. 39, Method 11) (2/17)
- 759** Revision to Paragraph 2.5, Distribution of Weight Crosswise in Cars, CCLG Part 10, Primary Metals (2/17)
- 760** Incomplete Layers of Plywood Secured in Boxcars with Nonmetallic Straps, CCLG Part 3, Plywood (2/17)
- 761** 37 in. Diameter Plastic Stretch Wrapped Kraft Rolls Loaded in a Single Layer in 60 ft. Cushioned Boxcars Using Rubber Mats and Lengthwise Filler Panels (3/17)
- 763** Roll Paperboard in Boxcars with Doorway Stacks on Risers and Rubber Mats (6/17)(Cancels GIS 762)
- 764** Non-metallic Strap Substitution for Steel Strap as Doorway Protection in Boxcars (Cancels GIS 756) (06/17)
- 765** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (7/17)
- 766** 45 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with Double Plug Doors (8/17)
- 768** Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (9/17)
- 769** 42 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars Using Rubber Mats and Airbags (CCLG Part 2, 8.3.2.6)(9/17)
- 770** 48 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG, Part 2, Section 8) (9/17)
- 771** 50 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Sidewall Fillers and Horizontal Airbags (CCLG, Part 2, Sections 5.6.10 & 8.2.4.4 Revised)(10/17)
- 772** 81 in. Diameter Roll Paperboard in 50 ft. Standard Draft Gear Boxcars with Sliding Doors (CCLG Part 2, Section 8.2.8.1) (10/17)
- 773** 42 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.2.5) (12/17)
- 774** 48 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with 16 ft. Double Doors (CCLG Part 2, Section 8.3.4.5) (12/17)
- 775** 54 in. Diameter Paperboard on End Using Rubber Mats (New Intermodal Loading Guide Method E-22)(January 2018)
- 776** 45 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.3.8) (2/18)
- 777** Double Layer Loads of 76-55 Gallon Drums Secured with Ty-Gard DS™ Barriers in 20-ft Containers (Intermodal Loading Guide Method B-9)(3/18)
- 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 (Intermodal Loading Guide Method E-22)(3/18)
- 779** Double Layer Load Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4HM) (3/18) Cancels GIS 744
- 780** Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5HM) (3/18) Cancels GIS 745
- 781** Wood Bins Braced by Disposable Inflatable Dunnage Bags and BIN-PAK™ or M-PAK® Lengthwise Void Fillers (4/18)
- 782** Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Schoeller Allibert (CCLG Part 7, Section 6.2)(4/18)
- 783** Cased Goods Secured by Tuff Wrap™ D.I.D. Bags (Intermodal Loading Guide Method F-4 New)(4/18)
- 784** Cased Goods Secured by Rothschenk S.A.M. D.I.D. Bags (Intermodal Loading Guide Method F-4 New)(5/18)
- 785** Intermodal Loads Secured with TyGard DS™ (Intermodal Loading Guide Method B-9 New)(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, Section 8.6) (6/18)
- 787** Universal Storage Containers Loaded in 53 ft. Intermodal Containers (ILG Method H-15 New)(6/18)
- 788** 60 in. Diameter Roll Paperboard in 60 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.3.7.2)(6/18)
- 789** 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 (Intermodal Loading Guide Method E-19 Revised)(6/18)
- 790** 58 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.2.5.8 Revised)(6/18)
- 791** DRUM-PAK® Dunnage for Open Head Drums in Cushioned Boxcars (CCLG Part 7, Section 6.9) (6/18)
- 792** Double Layer Loads of Hazardous or Nonhazardous Materials Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (7/18) (Cancels GIS 779)
- 793** Hazardous or Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5HM) (8/18) (Cancels GIS 780)
- 794** Peat Moss, Bagged or Baled, in Cushioned Boxcars (CCLG Part 8, Section 6.6, New)(10/18)