

**Load and Ride Solutions Loading Assistance****Rolled Paper Loading - Intermodal Movements**

The primary problem experienced with intermodal shipments of rolled paper is the independent crosswise movement of the paper which can cause truck roll over when transporting by highway, and an extreme leaning condition when moving on the railroad which can result in wheel lift or collision with a passing train or stationary object. It can also result in a dangerous situation during lift operations on and off the railcar. Leaning loads of rolled paper represent a safety hazard that can be prevented by proper loading and securement.



Rolled paper can be loaded using various methods but the preferred method from a safety standpoint is loading rolled paper on end with the core vertical to the floor. (See photo at left.) Other variations, like the one loaded on bilge in the photo at right, cause load stability issues during transportation.

(Bilge is the curved side of rolls.)

**RESTRICTED COMMODITY**

Rolled paper is a restricted commodity per Item 26 of the *BNSF Intermodal Rules and Policy Guide* and may not be tendered to the BNSF unless the following conditions are met:

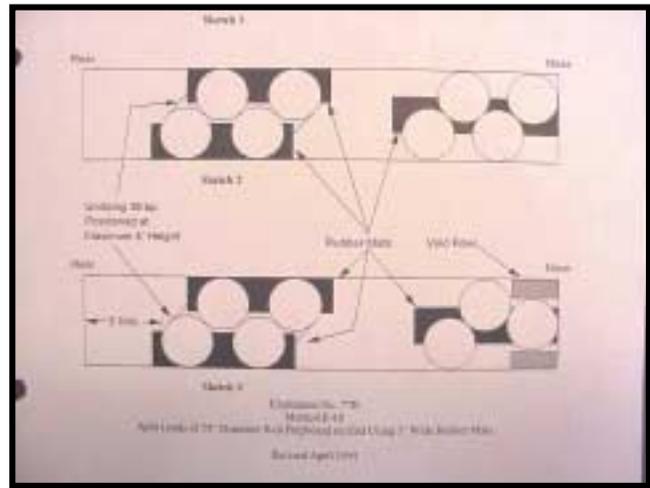
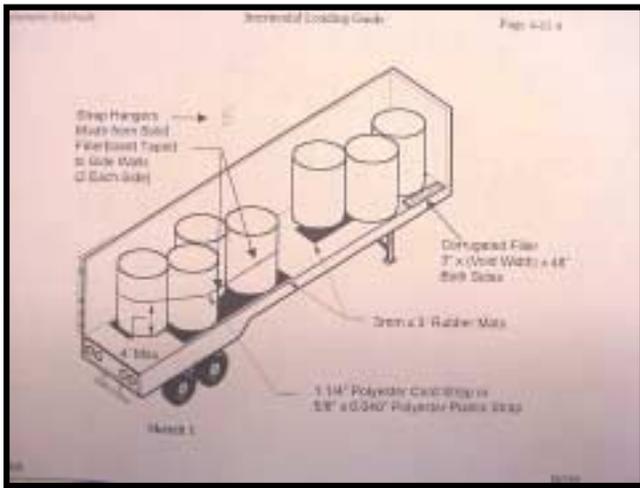
- A special price authority for the restricted commodity or equipment must be established and provided to BNSF on the shipping instructions.
- Conditions or restrictions noted for the restricted commodity or equipment must be adhered to.
- Loading patterns and procedures recommended by BNSF's Load and Ride Solutions group are utilized.
- All shipping instructions declare the actual restricted commodity description and accurate applicable STCC. (FAK STCC is not allowed for restricted commodities.)

**Note:** Violation of any of the conditions mentioned above will result in a \$5,000 charge per vehicle, in addition to freight charges and any other applicable charges payable by the shipper. The shipper will also be responsible for any and all charges incurred to recondition rail-controlled equipment.

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**SPLIT LOADING METHOD**

In order to obtain proper weight distribution and avoid structural floor failure of the trailer/container, quite often it is necessary to divide large-diameter rolls (58 inches and greater) into *two sections* in the trailer/container. These type of loads will generally consist of 7 or 8 rolls loaded in the front and rear sections of the trailer/container, with the center section void of lading. The rear section of rolls is unitized with one 1-1/4" approved polyester cord strap. (See AAR diagrams below.)



**Diagrams From AAR Intermodal Loading Guide For Split Load of Rolled Paper (58" Diameter)**

A balanced load is critical to the stability and success of the split loading method. If an odd-number of rolls are loaded, the first roll should be centered in the trailer against the nose and secured in place with void fillers or blocking/bracing. The nose section of rolls is placed on a 3' wide rubber mat and the rear section of rolls is placed on two 3' wide rubber mats. The unitizing strap around the rear section of rolls should be positioned at a maximum height of 4' above the trailer floor and secured in place with strap hangers. A minimum of three feet of void is required between the lading and the rear doors.

Another split loading method (depicted in diagram at the right) balances the load with 4 rolls in each end of the vehicle and uses wooden floor blocking at three locations that consists of two floor blocks (double 2"x 6"x 36" long floor block with two double 2"x 6"x 24" back-up cleats). One of the two floor blocks is placed adjacent the roll and perpendicular to the sidewall, while the other is placed adjacent the roll at about 45-degrees to the first one. The two unitizing straps are placed about 12" down from the top edge of each roll. Polyester filament tape (or equivalent) can be used to suspend the unitizing strap from the top of the rolls in both sections.

