Evaluating Rail Cars Upon Arrival

Picture Perfect or Pictures Needed?

Receiving Guidelines Part 1
About IDEAlliance

IDEAlliance is a Membership Organization of Paper Mills, Printers, and Publishers that strategize, innovate and implement solutions to the real business challenges of our industries.

Learn More at www.idealliance.org
About IDEAlliance

Together, the members of IDEAlliance have created some of the paper industry’s most valuable practices:

• **EMBARC** – Provides you, the receiver, detailed shipment information via **EDI**
• **NARI** – the “North American Roll Identifier “…the **Barcode** on every roll label
• **papiNet®** – the most effective and accepted form of electronic communication between paper mills, printers and publishers

*Through an open working group process involving all partners in the TOTAL value chain*
In 2012 IDEAlliance Formed the Paper Transit Damage Working Group:

to lower the waste of time, material, and money throughout the Shipping & Receiving Process:

- 4 Large Magazine Publishers
- 3 Large North American Printers
- 9 World Class Paper Companies
- 6 Large North American Railroads

Our Goal:

Reduce Transit Damage Claims and the Number of Full and Partially Damaged Rolls delivered to Printers
1. Safety First

Any door that is ajar or bulging should be treated as if the load has shifted.

Opening these doors can be dangerous!

Follow your Company Policy to open.
1. Safety First

Always do a precursory inspection of the outside of the car.
1. Safety First

Ensure door is intact and none of the sides are bulging.

Rolls were wedged so tight into the wall of the rail car the back of the Hyster lifted off the ground. We had to use two trucks to get the roll out.

Side of rail car bulged out
2. Doorway Picture

**Recommendation**

Take a Picture of Every Doorway Before you Unload.

Often, the doorway is the key to determining the root cause of the problems within a load.
Judging the Look of the Doorway

The Void/Gap for Airbags is 4-12 inches at loading.

- This gap may increase in transit, but should not become so large that the airbags lose tight contact with the rolls.
- Use the railcar floor boards to judge the airbag gap, since most rail boards are 8 inches in width.
3. Air Bag Appearance

Airbags are critical to the stability of the rail load.

Note and photograph any unusual placement or condition of airbags.

The airbag should cover 2/3’s of the vertical height of the rolls.

Air bags should arrive inflated, hard and protected from pinch points.
3. Air Bag Appearance

Examples of Common Issues with Air Bags

- Became Pinched Between Upper & Lower Rolls
- Airbags too Soft
3. Air Bag Appearance

Examples of Common Issues with Air Bags

- Airbags Too Small
  Does not cover 2/3’s

- Two Airbags or Larger Bag Needed
  Does not cover 2/3’s
Airbags are Shock Absorbers

Only one airbag should be placed in a row running from one end of the car to the other.

Correct

Incorrect
Airbags are Shock Absorbers

Too Many Airbags Destabilize the Load!

Correct

Incorrect
Report Air Bags in Poor Condition

Inspect rolls for Crushed Cores and Edge Damage if air bags arrive deflated

If air bag is just Flat – no holes, Report it as “DEFLATED ONLY”
Report Air Bags in Poor Condition

Inspect rolls for Crushed Cores and Edge Damage if air bags arrive burst.

If air bag has Burst - Take a Picture of the burst airbag or Return it to the Mill
4. Correct Loading Patterns

40” Diameter Load

- **Rolls touch inline** from one end of the car to the other.
- Vertical airbags - one for each row.
- Doorway rolls are loaded very close to the doors.

42” – 50” Diameter Load

- **Rolls do not touch inline**.
- Load patterns were designed to have “Four in the Door”.
- Uses Horizontal Airbags to prevent the rolls from having contact with the doorway and provide a safer load.
40” Diameter

40” diameter rolls load in a 50’ 6” railcar in three rows.

• The rolls have in-line contact.
• This allows the force to travel unhindered down the row to culminate at the end wall.
• 40” diameter rolls lead to a larger incident rate of crushed cores due to this in line roll contact.
In a typical boxcar, 42”-50” diameter rolls will no longer touch the other roll in the lengthwise direction.

- The rolls will now behave similar to the balls in a game of pool.
- The rolls will push against the sides of the car and can lead to flat spots or out of round rolls.
- The diagonal movement diffuses the brunt of the force which results in a lower occurrence of crushed cores.
42-50” Diameter

“Four in the Door”

- Allows the rolls to be away from doorway.
- Utilizes Horizontal Airbag placement.
- Critical to load these 4 rolls on the Centerline of the car.

There are other successful loading patterns that are currently in use. You will see these as you work closely with your mill partners.
42”-50” Doorway Key

Doorpost rolls must rest against the Doorpost

Dunnage may be inserted to protect rolls from the Doorposts

The Key rolls (“Four in the Door”) must touch at the Centerline
• If not, the car was not loaded properly or there was shifting in transit.

Key Rolls, Doorpost rolls and airbags lock the load in place.
5. The Centerline

The Centerline refers to the Middle of the Car with regards to the Right and Left sides.
Many cars will have a painted line to show the Centerline.
5. The Centerline

Look at the Doorway

Are the air bag nozzles on the side you opened?

If not, you have opened the car on the opposite side from where it was loaded.

This car was opened on the side the mill loaded into since the air bag nozzles are on the opened side.
Cars Not Loaded on Centerline

Are the rolls on the Opposite side of the loading side pushed up against the door?

If so, the car may have been loaded “to the back” and not centered on the centerline

Cars not loaded on centerline allow movement and create gaps in the load resulting in Edge Damage.
Cars Not Loaded on Centerline

Example of a car loaded “to the back” and not loaded on centerline.

Air bag nozzles on opposite side and rail rub on rolls
6. Gaps at End Walls Create Damage

The mill will always load flush up against the end walls or protection placed at the end walls.

Gaps indicate Rail mishandling or a Poor Loading Pattern.

Make sure to document and photograph if possible.
6. Gaps at End Walls Create Damage

The paint rubbed onto the wall liner.

The paint proves that this roll at one time was loaded up against the wall.
7. Incomplete Layers

An incomplete layer must be restrained from moving!

It must be blocked 50% of its height by other rolls or... Blocked 6 inches with risers and strapped, to restrain the load.
8. Void Fillers

Void fillers can be used, but not more than three within one spot in the load.

Too Many Void fillers
9. Policies on Risers Differ by Rail Road

The Most Conservative Policy is:

- No more than 1 riser under each roll or roll column
- No risers in-between stacked rolls
- No Risers in doorways unless necessary for dock plate clearance or for blocking rolls
- Risers cannot be taped together
Placement of Risers can Increase the Chance of Roll Damage

Tell the Mill when you see Risers contribute to Damage
10. If It “Looks Wrong”, Tell Us About It

- Rolls offset in railcar
- Crushed Risers
Your Feedback Will Help Stop the Damage

- Photograph the “Big Story” of Railcar Damage
- Report Heavily Damaged Loads Directly to the Mills
Thank You

THANK YOU!