Frequently Asked Questions

-Paper Shipments in Intermodal Service
Question:

“Why do I have to use the encircling bands/unitizing banding to group split loads of rolled paper”
Answer:

- To keep the rolls from “walking” towards one side of the trailer creating a load shift
COFC versus TOFC
Question:

“Why do I have to center the nose roll of an odd number load. We have always loaded the odd number on the driver side of the trailer?”

(method E-18)
Answer:

- Loads that are traveling over highway have traditionally been loaded with the odd number load on the driver side because the center of the lane is the “high side.” This is not true when travelling by rail and can cause an imbalanced load.
• Load imbalances can lead to derailments or forcing a car to set off a WILD detector and be set out.
Question:

“When I load my rolls nested tight against the sidewalls of the container I think it damages my rolls. Can I load the rolls a couple inches off the sidewalls to prevent damage?”
Answer:

- Loading off the wall can cause more damage than loading on the wall as the rolls may “walk.”
- If you load off the wall, you will need to use void fillers (1” panel for example)
- This may also force you to change the load pattern
5.6.10 Sidewall fillers may be used either to square bowed sidewalls, as a buffer material, or to stretch the load lengthwise in the car. Sidewall void fillers have the same strength requirement as end wall fillers.
Questions:

“Is unitizing the end rolls in a trailer or container necessary?”
Answer:

- Unitize to prevent walking especially when they are tall

- Recommended to prevent weigh imbalance and tipping for tall rolls (method G-1)
Thank you!