

**Standard Operating Policy: Riser Use**

<i>Issued (also person responsible, if other)</i>		<i>Ver.</i>	<i>Date Updated</i>
CN - Damage Prevention and Freight Claims		1a	
<i>Approved by</i>	<i>Verified by - Checked by</i>		<i>Date Initiated</i>
John Green, Senior Manager Damage Prevention and Freight Claims	Steve Legge		2013-06-01

Objective:

The objective of this policy is to clarify the use of risers for securing roll paper and to prevent movement and/or shifting of product during transit. In addition, this will also, provide safer loading practices for our Shippers and Receivers.

Process:

The AAR Best Practices for Loading of Roll Paper is a minimum standard, as such; consideration needs to be given to providing additional information that clarifies the use of riser materials in roll paper shipping. This is in addition to what is outlined in the AAR Best Practices for Loading of Roll Paper in Rail Cars. Only risers meeting AAR strength requirements are acceptable for use in boxcar or intermodal rail shipments.

- a. **DO NOT** place risers or riser pads in between roll layers **anywhere within the load**.
- b. No risers or riser pads in doorway unless necessary for dock plate clearance. **Place risers only on the floor**.
- c. Risers should only be placed under the rolls on the floor, **never in between the rolls**.
- d. Single strip (6" x 5" x 30" or similarly designed) risers and riser pads should be placed lengthwise under the rolls (i.e. — oriented lengthwise in the car). They should not extend beyond the outer roll diameter edge.
- e. Different riser designs are accepted as long as their load carrying capacity is equal to the weight of rolls placed upon them. They must prevent roll tipping and must be a minimum of 6" in height.
- f. Risers must have the required crush strength; 6,000 pounds per square foot if a single layer is placed on the risers, 9,000 pounds per square foot if two or more layers of heavy rolls are placed on risers.
- g. When using strapping to unitize rolls, risers (6" min. height) are necessary for blocking. Strap holders must be used to keep unitizing straps in position; they must be a minimum of 6" below the top of roll as shown in below drawing (Illustration No. 12).
- h. Laminated risers are acceptable as long as their crush strength is sufficient to support rolls under which they are placed.
- i. Taping risers together **IS NOT** an acceptable practice or considered a laminated riser.
- j. Only one riser application is acceptable, **under** the bottom layer. This includes using either a riser pad or two 6" x 5" x 30" risers.
- k. In order to break the strata line on loads with multiple layers a riser should be located half way between end walls and door-post locations. This will maintain roll alignment and prevents overlapping of rolls

- I. Risers should not be used as a substitute for blocking rolls, do not stack several risers together to try to get the rolls up to the 50% for use with blocking rolls. This will result in roll instability during transit. It will also produce a safety hazard for the receiver.

WITHDRAWN: Replaced by Section 5.7 of the AAR Closed Car Loading Guide Part 2



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Appendix A: AAR Best Practices for Loading of Roll Paper

WITHDRAWN: Replaced by Section 5.7 of the AAR Closed Car Loading Guide Part 2



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Appendix B: AAR Best Practices for Loading of Roll Paper

Note:

Riser placement is not stack count specific, as depicted in F.3. It is acceptable to locate risers half way between endwalls and door-post locations.

WITHDRAWN: Replaced by Section 5.7 of the AAR Closed Car Loading Guide Part 2