

## Doorway Protection - Boxcar Movements



**Bulged side door**

Doorway protection is required to prevent commodities from moving into and through the doorway during transit. Such movement may result in pressure building up against the door which is a safety concern during transit and unloading. The pressure could result in bulged doors or doors being pushed open causing a safety hazard to the public or transportation employees during train operations and unloading.

The doors are not intended to be considered as blocking and bracing mechanisms nor to provide load restraint. Railcar doors do not absorb pressure that commodities may place against them. The door locks are only designed for security.

### Exemptions to Doorway Protection

Two commodities are exempt from the doorway protection rule when using the appropriate equipment and loaded in the following AAR approved loading methods.

#### 1. Rolled paper

Rolls loaded in cushion equipped railcars having plug doors DO NOT require doorway protection if ALL of the following conditions are met:

- a.) Rolls have a nominal diameter of 45” or less.
- b.) Railcar is equipped with a minimum 15” end of car cushioning device or a sliding sill device.
- c.) Rolls are loaded on end in the car. At origin, rolls are to be loaded tightly lengthwise of the car with lengthwise voids filled by dunnage materials or bracing.
- d.) Loading pattern is secured using an AAR approved method.

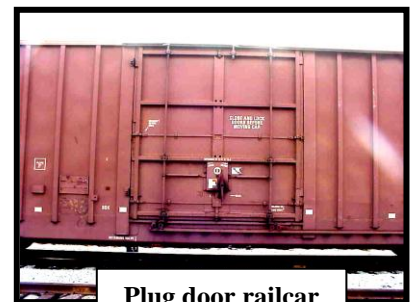


**Exempt from doorway protection**

#### 2. Pulpboard Rolls only:

Rolls of 58” diameter pulpboard loaded in plug door boxcars DO NOT require doorway protection if ALL the following conditions are met:

- a.) Diameter of rolls does not exceed 58”.
- b.) Car is equipped with a minimum of a 15” end-of-car cushioning device or a sliding sill cushion device.
- c.) Floor layer rolls are loaded on end in a 1-1 offset pattern in the car and secured in accordance with AAR approved loading methods.



**Plug door railcar**