

Load and Ride Solutions Loading Assistance

Doorway Protection - Intermodal Movements



Bulged left rear door

Doorway protection is required to prevent commodities from moving into and through the rear doors 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 rear doors are not intended to be considered as blocking and bracing mechanisms or to provide load restraint. Intermodal doors do not absorb pressure that commodities may place against them. The door locks are only designed for security

Exemption to Doorway Protection

Under certain conditions intermodal rear doors may be used to secure non-hazardous loads. Those conditions, listed below, fall under Rule 5A - Section II of the Association of American Railroads (AAR) Circular 43-D found in RAILINC's Pamphlet No. 45 - Intermodal Loading Guide:

1. The doors of the vehicle must meet AAR M931 specifications.
2. Load consists of multi-unit lading such as boxes of food-stuff, tissue or soft products, furniture, appliances, etc. not exceeding 40,000 lbs.
3. Lading covers a minimum of 60% of the door area, evenly distributed throughout the vehicle.
4. Lading is loaded tightly lengthwise and crosswise and flush to the rear doors of the vehicle allowing no room for movement.
5. If any voids exist the void space is filled with recommended dunnage.
6. The doors must fit squarely, the hinges must be tight, and locking bars must be in good condition and function properly.

Below are two examples of commodities loaded in compliance with the AAR "Rear Doors" method:



Cartons of paper towels



Lightweight plastic trays