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**ASSOCIATION
OF AMERICAN
RAILROADS**

May 7, 2009
(Via e-mail)

Mr. Thomas Kanczuzewski, CEO
Logistick
19880 State Line Road
South Bend, IN 46637-1545

Dear Mr. Kanczuzewski,

The Damage Prevention and Freight Claim Committee of the Association of American Railroads has approved the attached intermodal loading method, **“Case Goods Secured with “Super Wedge®” Manufactured by Logistick, Inc.”** for publication in the AAR Intermodal Loading Guide. We anticipate that a revised Intermodal Loading Guide will be forthcoming this fall.

The attached loading method was tested under simulated conditions. This approval may be withdrawn if the loads using this method exhibit consistent load failure during actual shipments.

If you have any questions, please call.

Very truly yours,

Bernard Bonk Jr.
Senior Manager
Damage Prevention Engineering

Attachment: Case Goods Secured with “Super Wedge®” Manufactured by Logistick, Inc.

cc: Members, DP&FC Committee

Damage Prevention and Loading Services, TTCI
Highwoods Center, 7001 Weston Parkway, Suite 200, Cary, NC 27513
Phone: 919-651-5000, Fax: 919-651-5405

TTCI is a subsidiary of the Association of American Railroads

Method X-X –Case Goods Secured with “Super Wedge®” Manufactured by Logistick, Inc.

The following method has been tested and found successful in loading and bracing case goods unitized on pallets secured by “Super Wedge®” Manufactured by Logistick, Inc. when shipped in equipment having metal lined sidewalls. Follow manufacturer’s installation guide for securing the dunnage to the side walls. The test load weighed approximately 44,000 lbs.

Illustration No. XX

1. Cover rough surfaces or projections of the sidewall with fiberboard sheets or other suitable material.
2. A securement system by Logistick, Inc. is used to secure the load from lengthwise movement. The compartmentized system is composed of: “Super Wedge®”, 2"x4" floor blocking, honeycomb void fillers and either 4"x4" lumber beams or two 2"x4" laminated lumber beams.
3. Plan the load so crosswise spaces is minimized and fill all lateral void space with appropriate fillers to prevent crosswise movement.
4. The load is divided into three sections with the units stowed in two rows. Begin loading the units tight to the nose wall and adjacent to each side wall. The floor blocking at the end of sections one and two consists of two 2"x4"x96" laminated boards laid tight to the adjacent pallet stringers and nailed to the floor. Use a minimum of ten 16d nails in a staggered pattern per layer. One 3½" thick by 8' wide by 50" high void filler having minimum crush strength of 1,500 lbs/ft² is used between sections and positioned above the floor blocking between sections.
5. The floor blocking at the end of section three consists of two 2"x4"x96" laminated boards laid tight to the adjacent pallet stringers reinforced with three backup cleats each two 2"x4"x18" laminated boards nailed to the floor. Use a minimum of ten 16d nails in a staggered pattern per layer for the 96" boards and a minimum of four 16d nails in a staggered pattern for the 18" boards.
6. Three “Super Wedge®” are firmly attached to each sidewall according to the manufacturer’s instructions. The wedges are spaced vertically equidistant to cover the upper ⅔ of the adjacent unit height and positioned away from the face of the load to allow for insertion of 1" thick void filler having minimum crush strength of 1,500 lbs/ft² between the load and the 4"x4" or two 2"x4" laminated beams installed with 3" dimension upright.
7. Cut the beams to size according to “Super Wedge®” manufacturer’s instructions. Proper installation will result in the trailer walls expanding outward *slightly*.

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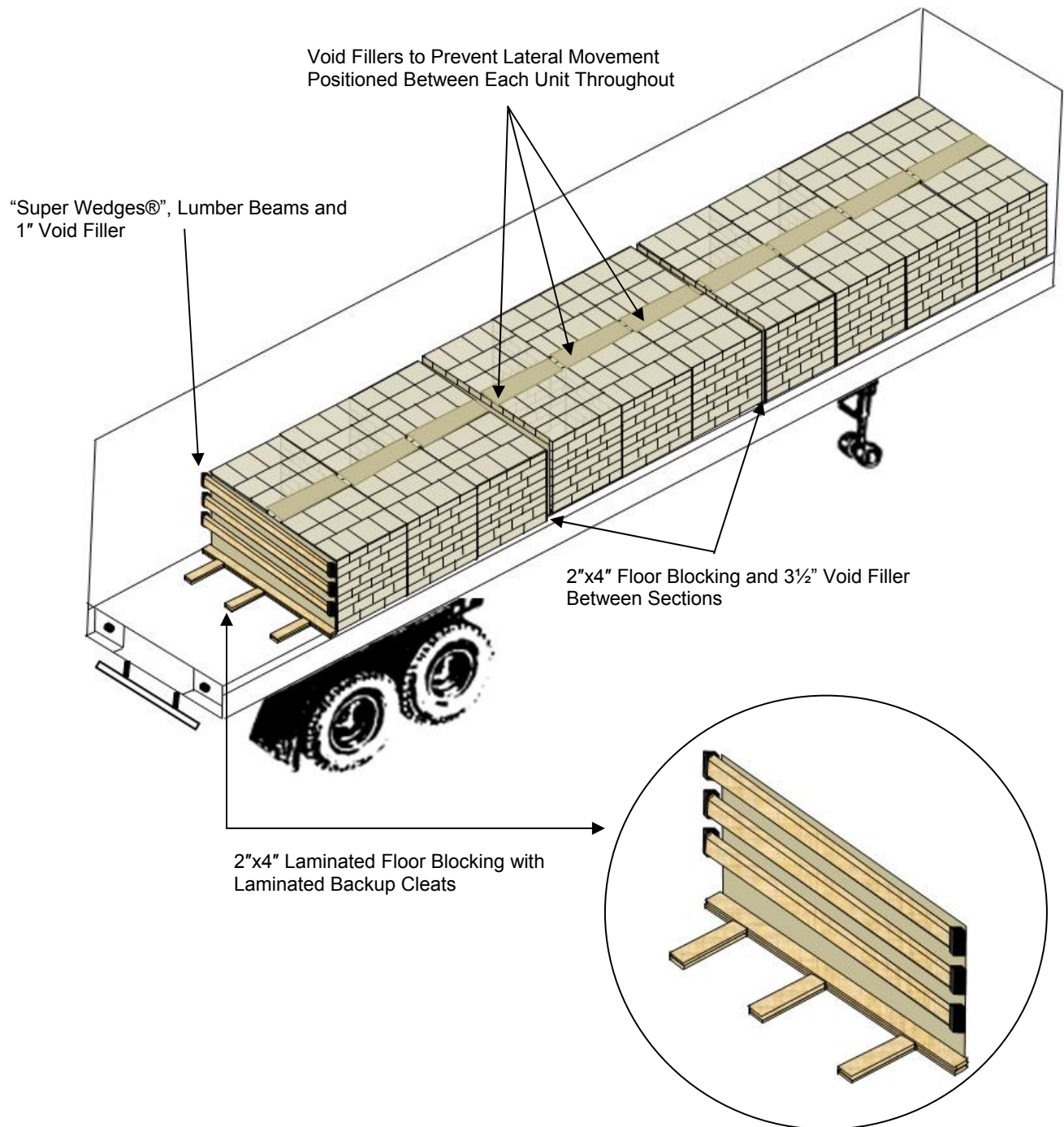


Illustration No. XX
Case Goods Secured with “Super Wedge®” Manufactured by Logistick, Inc.