


WAGON TYPE	COMMODITY								
KFA Salmon FEA Salmon (Fitted with 3 x 20' flat top load modules)	New Plain Line Track Panels in Association with S&C Instalments. Stub End Panels								
<p>Carrying Capacity: Wagon Tare Weight – 20,700kg (see individual wagon details) Wagon Carrying Capacity – 61.3t (see individual wagon details) Wagons are loaded with 3 x 20' load modules. Load Module Tare - 1670kg (3 x 1670kg = 5010kg) Load Module Carrying – 18t* (3x18t = 54t) *Although load modules show 17t carrying capacity they have been approved for 18t</p> <p>For exact loading limits see individual wagon on TOPS.</p>									
<p>Loading Position: Approximate Panel Weights at 28 sleepers per 18.288m (60') panel.</p> <table border="1"> <tr> <td>Soft wood/composite</td><td>4t</td></tr> <tr> <td>Hardwood</td><td>7t</td></tr> <tr> <td>Concrete (G44)</td><td>11t</td></tr> <tr> <td>S&C Bearer (001E/NR1)</td><td>11t</td></tr> </table> <p>This procedure is only applicable to NEW panels. Providing the bottom panel is 13.7m (45 ft) or longer, panels may be loaded up to 3 tiers high centrally along the length of the wagon. (See diagram 1) The longer length panels shall be loaded on the bottom with shorter length panels loaded centrally on top in a pyramid formation. If the length of the panel forming the bottom tier is less than 13.7 m (45 ft) then this panel has to be loaded on its own centrally on another wagon.</p>  <p>Panels loaded centrally up to 3 tiers high, bottom panel greater than 13.7 m (45 ft)</p> <p>Maximum permitted panel length is 18.3m (60ft) and the minimum panel length is 9.1m (30ft) with a permitted tolerance of up to one sleeper width. Panels shorter than 9.1m (30ft) shall be dismantled and conveyed separately in sided wagons.</p> <p>Mixed loads of concrete and wooden panels are permitted, providing that the wooden panels are loaded on the top. It is permitted for panels in association with S&C to have 2 sleepers fitted together at the panel ends that can be different from the rest of the sleepers in use on the panel.</p>		Soft wood/composite	4t	Hardwood	7t	Concrete (G44)	11t	S&C Bearer (001E/NR1)	11t
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Sleepers may overhang the wagon sides by a maximum of:

Wagon Type	Overhang
KFA	300mm
FEA	290mm

Sleepers that exceed the above overhangs will be required to be removed or cut back.

Track panels may overhang the wagon headstock by up to 300 mm with rail only. The end sleepers shall always be fully supported either by the wagon floor or by the rail of a panel below.

Stub End Panels:

Certain panels are constructed that contain very short sleeper bearers and only one rail, these are known as 'Stub' panels.

Stub panels are to be loaded centrally across and along the wagon.

Stub panels may only be loaded in a single tier.

Maximum length of stub panel is 18.3 m (60') minimum length of stub panel is 9.1 m (30')

Short length 9.1 m (30 ft) stub panels may be loaded end to end along a wagon.

Stub panels shall be additionally strangle strapped at each end of the panel.



Stub panel loaded centrally.

Stanchions: N/A

Bolsters: N/A

Dunnage: N/A

Unsecured Loads: Not Permitted

Securing Equipment:

Panel Length	Wagon winch straps
Up to 60'	6
Up to 50'	5
Up to 40'	4
30'	3

Direct throw over straps are to be placed equally along the panel length. Stub end panels shall be additionally secured at each end with strangle wrap straps. A strap shall be placed within the first 4 sleepers at each panel end.



Example of securing strap positions with various length panel ends.

Straps are 7 m long and fitted with a 3 m stitched in wear sleeve.

When tightening cargo winches tighten the winch on both sides so that there is an equal 'pull' down on both sides of load. The load shall be supported both sides of the strap positions, consequently, it is not permissible to place straps between the rail ends and the first sleeper. Where straps go around sharp edges, suitable strap sleeve protection shall be used. Do not place straps over sleeper ends.

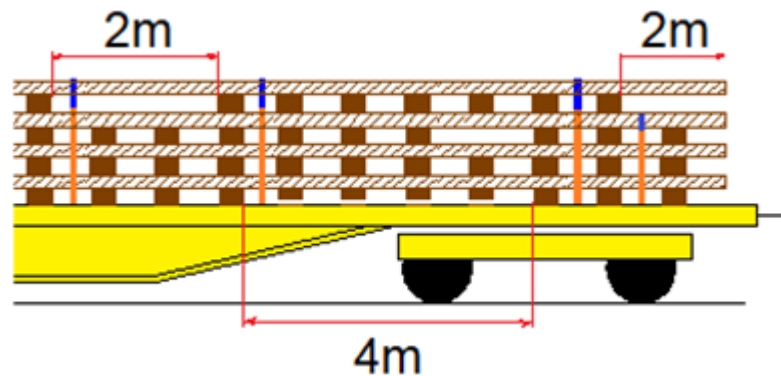
All unused securing equipment shall be either secured across the bed of the wagon or coiled up neatly and placed in the equipment box.

Voids:

The maximum permitted unsupported rail span is 2m.

Unsupported sleepers are permitted providing the sleepers are securely attached to both rails.

A 2m unsupported rail end span is permitted providing it is on the top tier only.



A void on the wagon floor is permitted up to 4m providing the distance from the wagon floor to the bottom of the unsupported sleeper does not exceed 30mm.

Doors/Sides: N/A

Special Equipment: N/A

Competency Level: Load Examiner

Remarks:

The 20' load modules are primarily secured upon the intermodal spigots at each corner, secondary securing is provided using fitted bolts through the spigot holes at diagonally opposite corners of each module.

Check prior to loading that wagon floors are free from loose material and any previously used dunnage.

Check panels are clear of ballast and any other loose items that could fall from the loads.

Check bonding wires are removed or tied back.

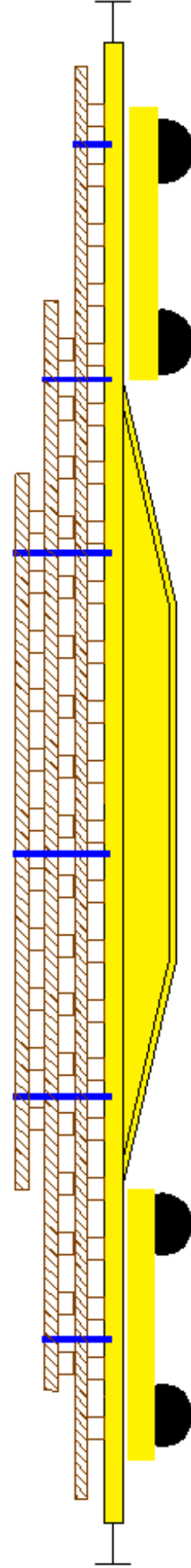
Loose rails or S&C iron work on or within track panels is not permitted.

Hand ratchet tensioner type securing straps are prohibited on these wagons.

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Diagram 1

FEA/KFA loaded with new panels in in pyramid formation
up to 3 tiers high



Bottom panel must be a minimum of 13.7m