

WAGON TYPE	COMMODITY
FEA Super Tench	Materials Small Plant

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 with a tare weight of 7.2t

Each load module may be loaded up to 15.6t = 46.8t carrying capacity

Load Positioning:



Super Tench wagon

Wagon	Internal length	Internal width	Door height
FEA Super Tench	19.5m	2.15m	600mm

Products shall be loaded centrally throughout the wagon to maintain even weight distribution.

A permitted 5t weight differential is permitted between the bogies.

Individual loads that are below 300mm in height (e.g. rails, sleepers and troughing) shall be loaded level or below the wagon door height.

Individual loads that are 300mm or above in height may be loaded with up to 50% of the load above the wagon door height.

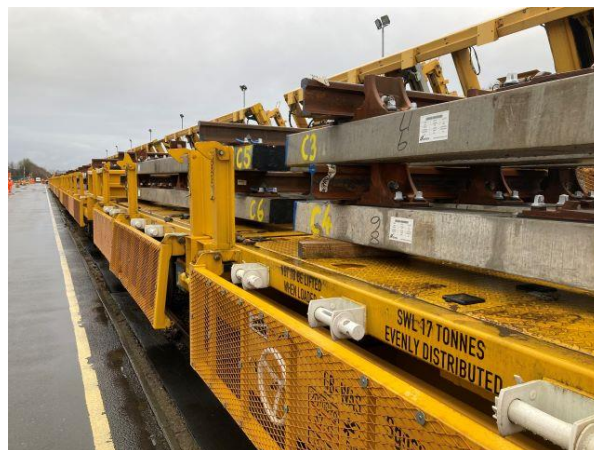
This will be referred to as the 50/50 rule.

It is permitted to secure multiple small items together and treat them as a single large item for the 50/50 rule, however such securing must be of a robust nature. The use of plastic wrapping or steel/plastic banding is not an approved method of load securing and shall not be relied upon for load integrity.

Loads that exceed the 50/50 rule need to be authorised by a Network Rail Loading Standards Specialist.

All loads shall be free standing to prevent pressure being applied to the doors.

The load is not permitted to forcibly rest against the wagon doors.



Sleepers

New concrete, wood and composite sleepers fitted with base plates shall be loaded using timber dunnage between each tier.

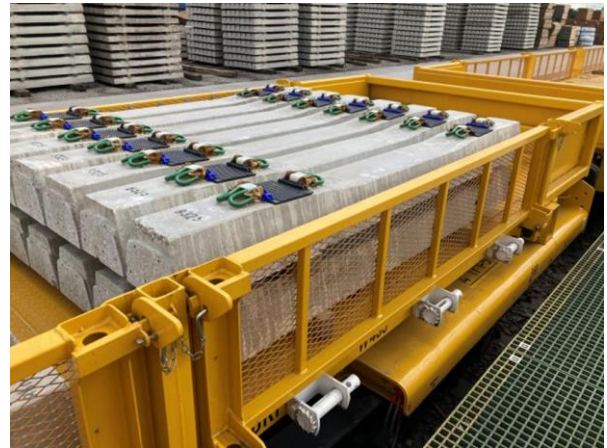
Sleepers shall be loaded along the length of the wagon with up to 6 stacks loaded in line with the wagon doors.

A minimum gap of approx. 300mm should be maintained between each sleeper stack for the sleeper auto baler operation.

Up to 7 x sleepers per tier

Up to 2 x tiers high

Total sleepers = 84



Scrap sleepers may be loaded without timber dunnage providing the load is in an orderly fashion in a pyramid formation – this is where the upper tiers reduce in number by at least one. It is not permitted to load scrap sleepers in a rough and tumble manner as this will damage the wagon.

Steel sleepers may be loaded banded in packs. (Normally in multiples of 5)

Sleeper packs must be supported on 2 x pieces of timber dunnage.

Up to 5 x packs across the wagon

Up to 6 x packs along the length of the wagon.

Total sleepers = 150



Turn any leaning packs to face towards the centre of the wagon.

Rails and S&C ironwork

Rails and S&C ironwork shall be loaded with timber dunnage separating each tier. It is not permitted to load multiple tiers of rails/S&C without dunnage as it is make's unloading the wagon dangerous and unsafe.

Dunnage shall be one piece and positioned at right angles to the load.

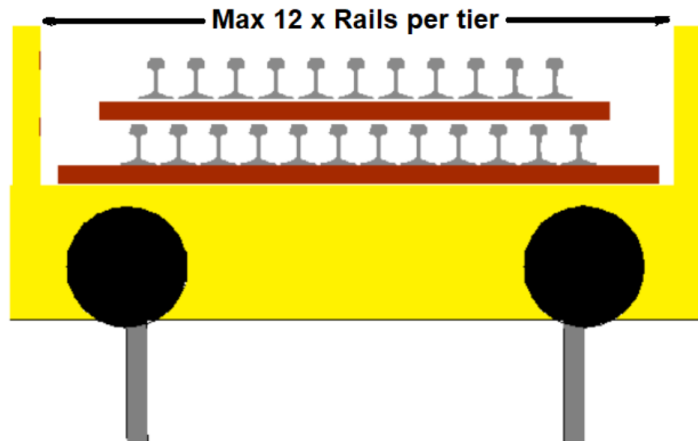
Dunnage shall be positioned on its broad side. Cut back any long timbers

that might restrict the door closure to enable the wagon doors to be closed without damage.



When loading mixed lengths of rail keep shorter pieces at the top and the longer lengths at the bottom of the load.
 Shorter lengths where possible shall be loaded inside longer lengths of rails.
 Rails shall be loaded heads up. Rails shall be loaded close together to eliminate voids without lipping one another.
 It is not permitted to load mixed rail types in the same tier.

Rails may be loaded with up to 12 x rails in a tier.
 Up to 2 x tiers
 Total rails = 24



Bulk Material

Bulk products may be loaded provided the material is contained in 1t type bags.
 Bags to be good condition and free from any rips or tears that could result in product spillage.
 Lifting loops to be in the raised position where possible.
 Bags can only be loaded in a single tier.
 Approximately 20 bags can be loaded in a wagon.



It is not permitted to load loose bulk product in wagons fitted with side drop doors.

Small Plant

Wacker plates may be loaded providing they are positioned central to the wagon.
 The handle must be secured in the raised position.

It is not permitted to load any wheeled plant or machinery.



Miscellaneous Materials

Plastic drainage pipes may be loaded loose or banded within a robust timber frame. If loading loose, then the pipes shall be loaded in a pyramid manner so as to nestle into one another to reduce the height and maintain a degree of stability.

Multiple stacked catch pits may be loaded subject to the 50/50 rule.

Catch pit rings must be loaded level or below the door height.

Terram and geotextiles may be loaded loose in a pyramid manner to reduce overall height and maintain a degree of stability.

Light loads that could be affected by wind turbulence shall be kept as low as possible in the wagon. Such loads are to be secured directly in the wagon by cargo straps or be secured independently to pallets.

Sheet material shall be weighed down by heavier loads positioned on top.



Large wooden crates used in association with Modular S&C Point Operating Equipment (POE) are permitted to be loaded without any additional securing.

Note: whilst these crates comply to the 50/50 rule being 1200mm in height if banded onto pallets the overall height slightly exceeds this allowance.



Stanchions: N/A

Bolsters: N/A

Dunnage:

To facilitate different loading methods, timber dunnage shall be used to support the load off the wagon floor and between each load tier. Timber shall be a single piece, in good condition and be of similar size.

Place the widest section of the timber face down.

Position supporting timber at right angles across the load so as to provide a 100 mm overhang through the load.

Care should be used when positioning the timber so as not to conflict with the door operation/closure.

Unsecured Loads:

The securing of loads is not required providing the load is below the door level or meets with the 50/50 rule.

Securing Equipment:

If cargo straps are required these should be positioned under the wagon door and not over the top.

Doors/ Sides:

Special attention shall be observed to correctly close and secure all doors. When opening wagon doors, staff shall stand in a position of safety away from any door opening.

Each door is secured by 2 x door catches and 2 x locking pins. The locking pins are designed to engage through 90 degrees from the outside edge of the door. Locking pins are captive to the wagon by means of a chain. Instances of missing door pins need to be reported.

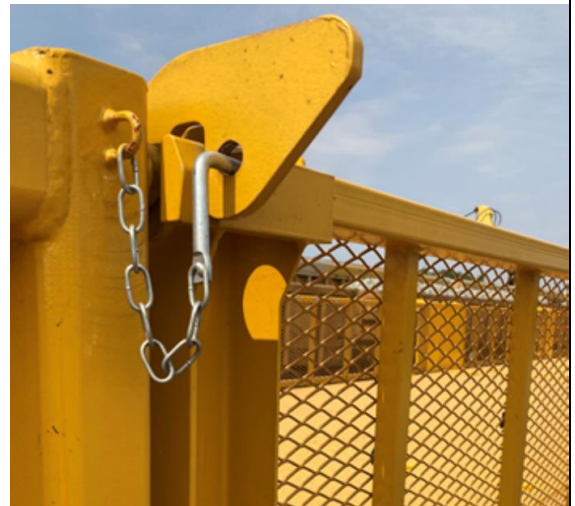
Under no circumstances may wagons be moved with doors in the unsecured position.

Damaged doors posts and bowed/damaged doors can infringe the loading gauge.

Doors shall not be closed by means of plant machinery. This can cause damage to the door and the door mechanism.

Door posts may be removed to aid the loading/unloading procedure.

Take care to remove any debris in the door area that may fall from the wagon if any gaps are present between the door and the wagon floor.



Special Equipment: N/A

Competency Requirements:

Loader

Remarks:

Ratchet tensioner type securing straps are not to be used with this wagon.

Wagon floor has plastic plug fitted to prevent residue material falling through the wagon floor.

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.