

WAGON TYPE	COMMODITY
FZA Super Salmon YLA Mullet	S&C Ironwork up to 35 m

Carrying Capacity:

YLA Mullet 49 t over all bolsters. (see individual bolster weights in loading pattern 4.1)

FZA Super Salmon 49 t evenly distributed over all bolsters.

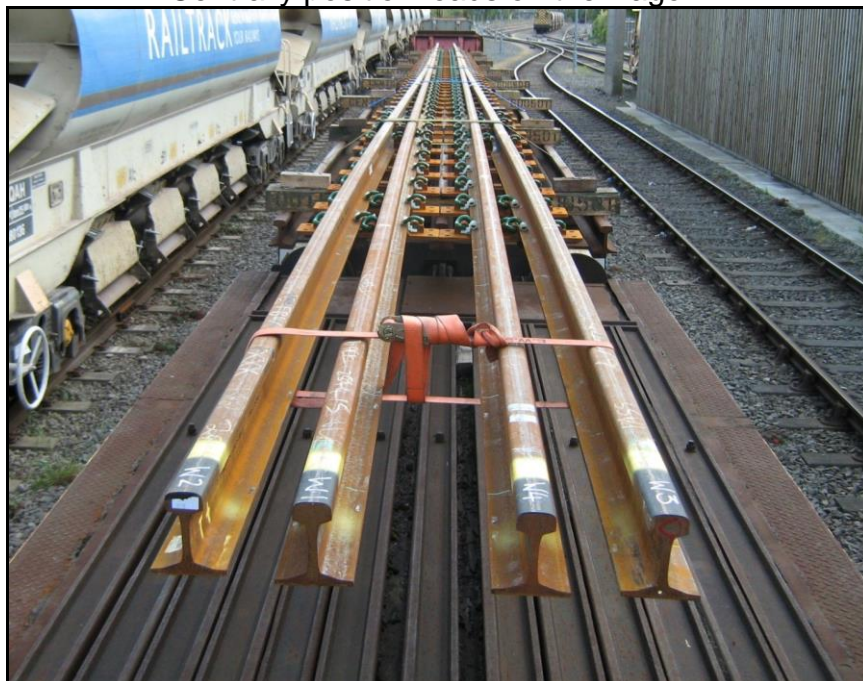
For Exact Loading Limits see Individual wagon on TOPS.

For loads over 18.5 m in length, the Loads Examiner shall be competent in the requirements of GO/RT3056K.

Load Positioning:

Wagon types	Load Lengths
YLA Mullet wagon only	Max length of load 19500 mm loaded central
YLA Mullet wagon + Single Runner wagon	Max length of load 21000 mm loaded with overhang at one end only. (equivalent length = 23000 mm)+
YLA Mullet wagon + Runner at each end	Max length of load 25000 mm loaded central
FZA Super Salmon wagon + Runner wagon at each end	For long overhanging loads up to 35000mm loaded central. The Super Salmon wagon is not intended for loads less than 23000 mm.

Centrally position loads on the wagon.



There shall be an overhang of at least 300 mm beyond the outside edge of the end bolster. If the wagon winch is on the same side of the bolster as the overhang, increase the overhang to 900 mm.

The weights and numbers of individual lengths of S&C ironwork will dictate the width of

the load and number of S&C ironwork per tier that may be loaded on each wagon. Calculate the overall weight and width of each tier before loading so that wagons are not overloaded and that optimum stanchion positions are selected.

Position loads centrally across (transverse) and along (longitudinal) the wagon.



The load shall be level and be supported on all respective bolsters.

Due to the nature of S&C rails with the associated base plates, it might be necessary to pack wagon bolsters to maintain an even load.

S&C rails may be loaded on top of tiers of flat bottom or conductor rails if adequate stanchion protection and load securing is provided.

S&C rail loads shall rest on one wagon only.

S&C rail loads with chairs attached shall be restricted to a maximum of three tiers high.

Rails up to 18.3 m can be loaded without over-hanging the wagon headstocks.

Rails should normally be loaded in a pyramid formation (lower tiers wider than upper tiers) but may also be loaded in an equal pack.

Do not load shorter rail lengths under longer lengths.

Wherever possible, load shorter rail lengths inside longer rail lengths (of the same tier) so as to contain the short rails.

Load short rails centrally along the wagon bolsters (do not load them to one end)

Each tier of rails shall be level and be of the same rail type.

Load rails up to each other to prevent voids. The foot of the rail shall not become lipped over another rail. Load rails heads up.

Rail ends may overhang the wagon headstocks by 300 mm. It is permitted to have facing overhangs up to 300 mm on adjacent wagons coupled together.

Rails ends may overhang the wagon headstock by 450 mm providing any adjacent coupled wagon does not have any overhang over the headstocks.

Any rail ends that exceed 450 mm shall be loaded with a runner wagon. A minimum under clearance of 100 mm shall be maintained between the underside of the load and the runner wagon.

The Super Salmon has moveable bolsters that must be positioned to give adequate load support. All bolsters shall be used. Due to the Super Salmon not having side stanchions, chock all rail ends. Rails or S&C overhanging the length of the wagon shall have an independent ratchet strap positioned around the load to contain the rail ends, Positioned one metre from rails ends.

Packing might be required if no other support is present at the rail ends. This can be seen in the picture.



Stanchions: (YLA Mullet Only)

Protect loads using all the stanchions on the occupied bolsters. It is permissible to use a minimum of four stanchions on each side of a load provided the load rests on all the bolsters. Position stanchions as close to the load as possible so that they are the right way up and exceed the height of the load by at least 100 mm.

Bolsters: (FZA Super Salmon Only)

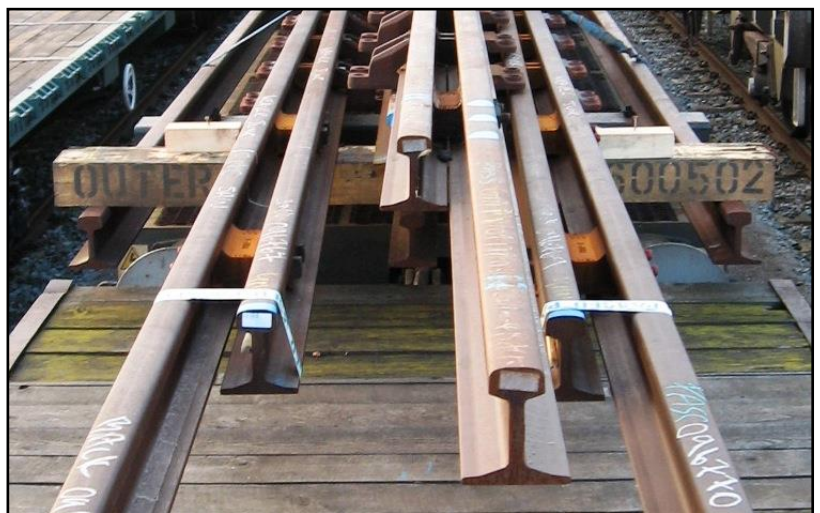
Position moveable bolsters to offer maximum support to the load.

Dunnage: Separate each tier of S&C by at least four timbers formed at right angles to the wagon sides. More might be required depending on the nature of the load. Minimum timber dimensions shall be 75 mm x 75 mm and length to suit wagon sides. Timbers shall exceed the width of the load by at least 100 mm but shall not exceed the width of the wagon. Position end timbers on the inside of the stanchions.

Nail any timber packing on wagon bolsters in position.

Rail ends on the FZA shall be additionally secured by timber chocks nailed to the transverse timbers.

Do not put unused or returned timber dunnage on the wagon floor of the FZA Super Salmon wagon. Remove timber and nails from the bolsters where appropriate.



Unsecured Loads : N/A

Securing Equipment: Use a securing strap for each occupied bolster position, i.e. if four bolsters are used, use a minimum of four straps; if six bolsters are used, use a minimum of six straps. Position straps using the nearest winch position applicable to the bolster in use.

Strangle-wrap each end of each length forming the load.

Fit protective sleeves to all straps.

Voids : Minimise gaps between rails as much as possible.

Doors/ Sides : N/A

Special Equipment :

Super Salmon. This is a special wagon. To maintain its integrity during movement, the Load Examiner shall carry out a thorough check before or after loading.

Check the following and find them to be satisfactory before applying a Load Examination label.

These instructions are in addition to the normal Load Examination duties.

1. Check that the bolsters on the wagon deck appear to be in good condition and there are no signs of movement.
2. Check that the rail chairs are firmly attached to the five bolsters and there are no signs of movement.
3. Check that the rails are correctly seated in the chairs and that the Pandrol clips are in place with no signs of movement.
4. Check that all stops on the rails are in place.



5. Check that the guides fitted on the underside of the wooden bolsters on the inside of the railheads are in position and that the bolsters are sitting on the rails evenly.
6. Check that all load restraint straps are secure during transit.
7. Check that under-runner wagons at each end have the required distance (see above) between the rails and under-runner.

Empty Super Salmon wagons do not require Load Examination.

Competency Level : LE FZA YLA

Safety : Wear PPE at all times.