

WAGON TYPE	COMMODITY
YKA Osprey	Wood and Concrete Track Panels
<p>Carrying Capacity: Each Wagon has a carrying capacity:- see individual wagon details Tare Weight:- see individual wagon details Gross Laden weight:- see individual wagon details For exact loading limits see individual wagon on TOPS.</p> <p>Approximate Panel Weights at 28 sleepers per 18.3 m (60') panel. Wood – 4 t, Jarrah – 7 t, Concrete – 10 t, Bearer type 11 t.</p> <p>Loading Position: Plain line panels may be loaded up to 3 tiers high. Panels containing S&C may be loaded up to 3 tiers high. Bolt through panels may be loaded up to 3 tiers high.</p> <p>The wagon has a large goal post stanchion at each end and a single stanchion close to the wagon centre.</p> <p>Both rail ends of each panel need to engage with the end goalpost by a minimum of 70 mm (past the box section on side of goalpost) →</p> <p>The end sleeper of the panel shall be present and be no further than 500 mm from the goalpost.</p> <p>If engagement can not be maintained or the end sleeper is not present then securing with 2 straps will be required.</p> <p>Mixed loads of concrete and wooden panels are permitted providing that the wooden panels are loaded on the top. It is not permitted to load panels constructed with a mix of concrete and/or wooden sleepers due to their different height profiles. Panels shall be loaded level throughout its length. It is permitted for panels in association with S&C to have up to 2 sleepers fitted together at the panel ends that can be different from the rest of the sleepers in use on the panel. Maximum permitted panel length is 18.3 m (60 ft) and the minimum panel length is 9.1 m (30 ft) with a permitted tolerance of up to 1 sleeper width. Panels shorter than this need to be dismantled and conveyed separately in sided</p>	



wagons.

A single short panel between 9.1 m – 17.7 m (30' – 58') can be conveyed with 60 ft



panels provided it is loaded on the top and to one end.

Single short panels shall be loaded to one end. Multiple short length panels of varying lengths are not permitted in the same load.

9.1 m (30') panel lengths can be loaded in two separate stacks, stacks shall be loaded equally with a tolerance of one panel in order to maintain even weight distribution.

9.1 m (30') panels loaded in the short section may be loaded with the end

sleeper positioned outside the centre post or positioned inside the centre post providing 100 mm of rail end protrudes past the centre post.

Track panels may overhang the wagon headstock by up to 300 mm with rail only.

The end sleepers of each panel shall always be fully supported either by the wagon floor or by the rail of a panel below.

Sleepers may overhang the wagon sides by a maximum of:

Wagon Type	Overhang
YKA Osprey	150 mm

Sleepers that exceed the above overhang will require removing or cutting back.

Any fish plated joints that form the length of rail shall be robust.

*Panels fitted with check or guard rails

Panels fitted with such rails can only be loaded if the running rail is higher than the check or guard rail.

If the check or guard rail is higher than the running rail then such panels can only be loaded either as a single tier or be positioned to form the top tier.

It may be necessary to cut or remove check or guard rails in order for the panels to engage with the goalpost structure.

* Bolt Through Sleepers

Some types of Bullhead Rail Panels have a chair bolting system that goes right through the sleeper. It is permitted to load such panels directly on to the wagon floor on Osprey wagons without the need for timber dunnage underneath the bottom panel.

Stanchions: Goal post stanchions at each end of the wagon and a pair of stanchions just off the wagon centre.

Bolsters: N/A

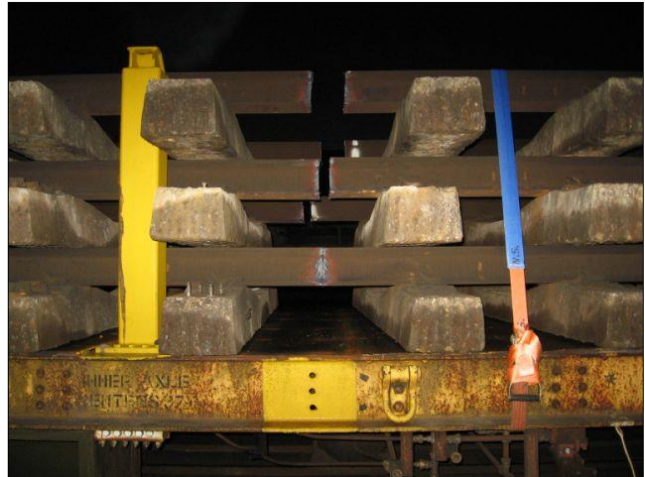
Dunnage: N/A

Unsecured Loads: This is only possible with 18.3 m (60') and 9.1 m (30') panel lengths.

Securing Equipment:

2 securing straps (either wagon winch straps or hand ratchet straps) are required wherever a panel does not engage with either the end goal post or centre stanchions. Straps are 7 m long and fitted with a 3 m stitched wear sleeve.

The picture shows a load of 9.1 m (30 ft) panels. The panels on the left are secured by the centre stanchion whilst on the right the panels will require securing by 2 straps.



If a wagon winch is found to be defective, then hand ratchet tensioners can be used in place of defective cargo winch.

When tightening cargo winches tighten the winch on tightened both sides so that there is an equal 'pull' down on both sides of load.

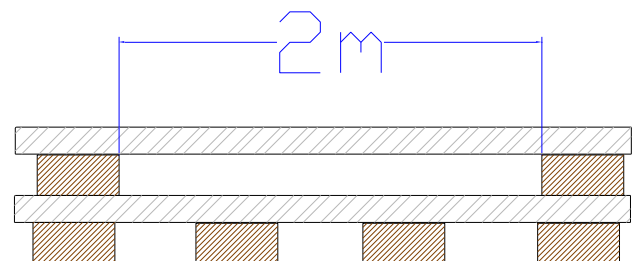
The load shall be supported both sides of the strap positions, consequently, it is not permissible to place straps between the rail ends and the first sleeper.

Where straps go around sharp edges, suitable strap sleeve protection shall be used.

Do not place straps over Sleeper ends.

All unused securing equipment needs to 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 2 sleepers missing or no more than 2 m. Unsupported sleepers are permitted providing the sleepers are securely attached to the rails. A 2 m unsupported rail end span is permitted providing it is on the top tier only.



If the sleeper is showing signs of rot and can be pulled apart by hand then it shall be removed. The sleepers shall always be firmly attached to the base plates / rail.

Unsupported spans on the wagon floor are permitted up to 4 m 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

Safety: WEAR P.P.E. AT ALL TIMES

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.

Osprey wagon

