

WAGON TYPE	COMMODITY
SALMON / FDA FEA (GBRf flatbeds)	SLEEPERS
Carrying Capacity: Salmon Carrying capacity 51 or 56 tonnes Gross laden weight 78.4 tonnes Tare weight 27.4 tonnes FEA Carrying capacity 62 tonnes Less the tare weight of the platforms Gross Laden weight 82 tonnes FDA Carry capacity 52 tonnes Gross laden weight 74 tonnes Tare weight 22 tonnes	
Load Positioning : 7 Sleeper spacing method. Sleepers shall be spaced in blocks of seven as per diagram on page 3. (The measurements given in the diagram are for layout purposes and can differ) The distance between sleeper 7 and 8 is dependant on the winch position for the loop straps. Loads shall consist of one, two or three tiers, with a maximum of 56 sleepers per tier. Part tiers are not permitted. Certain wagons have an increased carrying capacity, which allows for an increased number of sleepers per tier. If required, arrange this in advance with a NDS Loading Standards. Place longitudinal timbers on the wagon floor before loading commences (not FDA). Timbers placed on the wagon deck shall be positioned so that they fall directly under the rail housing position of the first tier of sleepers. Position timbers in the rail housings between the tiers and on top of the top tier. It is essential that timbers be positioned in the rail housings in the same way as rails are positioned. So that sleepers remain in gauge by width, the maximum amount of overhang on each side of the wagon floor is; <ul style="list-style-type: none"> • 150 mm on a Salmon wagon • 300 mm on a FDA and a GBRf FEA Cut back to size or remove any sleeper that exceeds this width.	
Stanchions : N/A	
Bolsters : N/A	
Dunnage : All timber shall be one piece and in good condition. Use 8 pieces of 75 mm X 75 mm x 4600 mm timbers between each tier. Where longitudinal timbers adjoin, they shall touch. Do not let any subsequent gaps between the timbers created during loading exceed 12 mm. It is permissible to overlap longitudinal timbers if required. Timbers shall be straight along the wagon deck or in the rail housings. They shall not	

be diagonal. It is permissible to use longer length timber on the wagon deck and 4.6 m timbers between tiers.
Unsecured Loads : Not permitted.
Securing Equipment : As per attached diagrams on page 3 or 4. Loads shall be secured using four looped straps and three transverse straps per length of timber. Transverse straps shall be positioned at each end of the timber and one central. Cross-braced looped straps shall be positioned round the end column of sleepers. The strap end then shall go across the top of the load to a suitable winch on the opposite side of the wagon. Place loops tight across the timbers. Protecte them by sleeves against abrasion. Position the transverse straps over sleeper ends or onto the timber dunnage in the gaps between the sleepers. It is acceptable to mix and match both methods throughout the load.
Voids : Equal spacing between each sleeper or as in diagram on page 3 for the 7 sleeper method.
Doors/ Sides : N/A
Special Equipment : Hand ratchet tensioners might be required depending on the wagon type or winch positions. The FEA wagon is fitted with flatbed load units. Correctly align all corner castings on four spigots/twistlocks.
Competence Level : Load Examiner
Safety : Wear PPE at all times.

7 SLEEPER METHOD