WAGON TYPE	COMMODITY
SLINGER train 4	Sleepers and Long Rails

Carrying Capacity:
Gross Laden Weight 81.2 tonnes
Carrying Capacity 41.6 tonnes
Tare 39.6 tonnes
For exact loading limits see individual wagon weights on TOPS

Load Positioning:
216 m lengths of 56E1 or 60E2 WELDED RAIL

It is essential that the train is marshalled in the correct order. The clamp wagon shall be in the centre of the train. Position rail ends within the safe marker areas marked on the floor of the rail end wagons.
Rails shall protrude through the rail end 'Toast rack' by a minimum of 1500 mm. (Do not load test piece rails.) Correctly position the rail end toast for the length of rail being loaded.
Rails shall be level and positioned on the rollers of the roller bank.

Engage the clamps correctly with the railhead and torque the clamps to 725 Nm.
Red clamps = CEN56 Rail, Blue clamps =CEN60 Rail
Then, place the retaining gates over the rails two per wagon.

Concrete Sleepers
Load concrete sleepers onto combination stillages (known as Combi stillages). Secure combi stillages to the wagon body by either four or six steel pegs with locking pins engaged. Position the sleepers inside the top of the stillages, on the wooden shelves above the Long Welded Rails.
Load sleepers in either one or two complete tiers, with a minimum of 56 and maximum of 60 per tier.
Position 8 x timber bearers 4.6 m x 75 mm x 75 mm (15' x 3" x 3"), one piece and in good condition, between the first and second tier. Position timbers between the rail housings. Fit all timbers with end brackets to prevent longitudinal movement of the sleepers above and below the timber. Where timbers meet, these shall be butted up to each other.
Position sleepers between the crane base and the wagon headstock and between the two crane bases in stacks of either 14 (56 per tier) or 15 (60 per tier). (The Clamp wagon has 13 in the centre packs to allow access to the clamps.)
Centrally load upper tiers directly above the first tier.
Position 8 x Steel angle sections on the top sleepers at their ends. 1 x section per

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stack, the 2 x sections over the centre stacks shall overlap in the centre.

Lifting Beam
When the train is fully loaded, the beam shall be centrally loaded onto the top tier of sleepers between the rail housings.
When the train is either empty or only loaded with rail, the beam shall be centrally loaded onto the top of the two retaining gates of each wagon.
In either instance, pass the straps underneath the handrail of the beam to avoid damage. When not loaded with sleepers, lay flat any dunnage and position between the handrails on the beam.
Position steel angle sections on top of the dunnage.

Stanchions: N/A

Bolsters: N/A

Dunnage: 4.6 m x 75 x 75 mm timbers fitted with metal brackets at their ends.
50 x 50 steel angle sections.

Unsecured Loads: Not permitted

Securing Equipment:
Sleepers 13 throw-over straps with protective sleeves. Three straps per stack of concrete sleepers and one additional strap positioned at the corner piece overlap, in the centre of the wagon.
Lifting Beam with dunnage
Eight strangle wrap straps. (One positioned over each combi stillage.)
Steel Stillages Empty Train
One throw-over strap to be positioned over each combi stillage. (Total 8)

Voids: N/A

Doors/Sides: N/A

Special Equipment: Steel combi stillages.

Competency Requirement: LE Slinger.

Safety: Locate the cranes into the running position and engage all the locking pins.
Attach two secondary chains around the crane jib with additional strap.
Fold the support leg under the jib. Secure it by locking brackets and a secondary-securing strap.
The angle pieces are heavy and require care when positioning. Hold them in place whilst securing straps are positioned and tensioned. Take care when removing securing straps as they could fall when tension on the straps is released.
Due to corner pieces extending beyond the outer stacks of sleepers, take care when climbing the steps on the ends of the wagons so that staff do not come into contact with the protruding corner pieces.
Wear PPE at all times.

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