

WAGON TYPE	COMMODITY
YFA Bolstered Stumec (covered or open)	18.3 m (60') Rails.

Carrying Capacity: (YFA)

GLW of wagon is 80 tonnes.

Maximum Carrying Capacity when fitted with bolsters is 27.62 tonnes.

YFA Salmon Wagon Weight Uniformly Distributed					
FIVE BOLSTER POSITIONS					TOTAL PAYLOAD
1	2	3	4	5	
5.524 t	5.524 t	5.524 t	5.524 t	5.524 t	27.62 t
8.28 t	8.28 t		8.28 t	8.28 t	33.12 t

Load Positioning:

CEN56E1 (113 lb) Rail

Max. three tiers (Loaded pyramid style or pack of 3 x 9 = 27 rails max.)

CEN60E1/E2 Rail

Max. three tiers (Loaded pyramid style or pack of 3 x 8 = 24 rails max.)

Conductor Rail 75 kg

Max. two tiers (Loaded pyramid style or pack of 2 x 10 = 20 rails max.)

Bullhead Rail (Heads up)

Max. two tiers (Loaded pyramid style or pack of 2 x 16 = 32 rails max.)

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

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

Let the pattern of each load as seen from the ends of the wagons occupy as much of the distance between symmetrically positioned stanchions as possible.

When loading a YFA Salmon stumec, position the crane side stanchions one position in (from the outside position) to prevent the load coming to rest against the crane and roof supports. The load on this occasion will be slightly off-centre.

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

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.

Calculate the overall weight and width of each tier before loading so that the wagons are not overloaded and that optimum stanchion positions are selected.

Do not load shorter rail lengths under longer lengths.

Wherever possible, load shorter rail lengths inside longer rail lengths (of the same tier) so that the short rails are contained.

Load short rails centrally along the wagon bolsters (not loaded at one end).

Make each tier of rails level and 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.

Stanchions: Positions available are 1010 mm, 1570 mm and 1930 mm. Check the condition of the stanchion. Withdraw any cracked stanchions from service. Bent or damaged stanchions may be used providing they do not exceed the width of the wagon. Position salmon stanchions the correct way up to avoid possible interference with the bogies.

Stow stanchions in the stanchion pockets when not in use.

Protect loads using all the stanchions on the occupied bolsters. Use a minimum of four stanchions on each side of a load (one at each end and two towards the centre), provided the load rests on all the bolsters on the wagon. Position stanchions as close to the load as possible. They shall exceed the height of the load by at least 100 mm. Stow unused stanchions in stanchion pockets.

Bolsters: They shall be in good condition and of a uniform height. If timber packing is required, affix it to all bolsters equally.

Dunnage: Separate all tiers of rails by a minimum of four (or three for new factory rail) 100 mm x 50 mm one-piece timbers formed at right angles to the wagon sides. Timbers shall exceed the width of the load by at least 100 mm and shall not exceed the width of the wagon. Position end timbers on the inside of the stanchions. Do not put unused or returning timber dunnage on the wagon floor.

Unsecured Loads: Not permitted.

Securing Equipment:

Wherever rail ends are present, secure the load using strangle wrap straps. Any remaining securing positions may be throw-over straps.

Straps shall be in good condition and fitted with protective sleeves.

Throw-over straps shall be 7 m long.

Strangle straps shall be 11 m long.

The minimum number of straps are: two strangle wraps and two throw-over straps (as described in the following diagram).

Position unused straps either across the floor of the wagon winch to winch or neatly placed in the storage box underneath the wagon sole bar.



Voids: Not permitted.

Doors/Sides: N/A