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.

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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.

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