WAGON TYPE	COMMODITY
YFA Rail Recovery Train 5 RAIL CARRIERS AND GENERATOR WAGON	91m - 93m 56E1/60E2 Continuous welded rail.

Carrying Capacity: A maximum of 27 rails (3 tiers of 9 rails) can be carried over 5 Rail carrying wagons.

For wagon weights see TOPS for details.

The minimum number of rails that can be carried is 5. Only CWR is permitted. Rails joined with fishplates are not permitted under any circumstances.

Load Positioning: Rails are to be loaded centrally between the stanchions and shall have an overhang beyond the outside edge of the end bolsters of between 1 & 3 metres. Rail ends shall be positioned within the rail end safe area on the end wagons. Rail ends shall fall within the rail end safe area panels affixed to the wagon floor. Rails shall touch without overlapping.

Total Rails	27	26	25	24	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10
3rd Tier	9	8	7	6	8	7	6	6	5	5	nil	nil	nil	nil	Nil	nil	nil	nil	nil
2nd Tier	9	9	9	9	8	8	8	7	7	6	9	8	8	7	6	5	5	5	4
1st Tier	9	9	9	9	8	8	8	8	8	8	9	9	8	8	8	8	7	6	6

Total Rails	9	8	7	6	5
3rd Tier	nil	nil	nil	nil	nil
2nd Tier	nil	nil	nil	nil	nil
1st Tier	9	8	7	6	5

Due to the wider foot of CEN 60 rail, 8 rails wide is the maximum width permitted per tier, giving a fully loaded payload of 24 rails. If part loads are required these shall be loaded in a pyramid fashion with a maximum differential per tier of 2 rails. 4 rails is the minimum number that can be loaded on the top tier.

When loading, it is necessary to load the rails off centre due to the rail lifting cranes. The rails shall be placed at least 100 mm from the stanchions and be central in the loading area when loading 9 wide. Rails shall be loaded heads up.

Stanchions: Wagons 1 & 5 shall have 8 stanchions & wagons 2 to 4 shall have 10 stanchions. The stanchions on the last 2 bolsters at each end of the load are fitted with a 80 mm spacer on the inside of the stanchion. Only one stanchion pocket position is available on each side. Stanchions shall be secured by the locking pin.

Bolsters: There shall be a full compliment of 4 bolsters per wagon on the outer wagons and 5 bolsters on the inner wagons. All bolsters shall be in good condition and be of the same height.
DO NOT GREASE BOLSTERS.

Documents
Document Sharing Hub

Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Full document details: NR NR-L3-NDS-308-LMB4.6 ISSU 2012

Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/27/2016 20:30:21 MDT

Dunnage: Tiers shall be separated by 100 mm x 50 mm x 1400 mm timbers positioned at right angles to the wagon sides. Three timbers per tier per wagon on the outer wagons, 4 timbers on the inner wagons. The timbers shall be fitted with retaining scotches being positioned with the longest gap between scotches on the bottom (to retain rail head) and the shortest gap between the scotches on the top (to retain the rail foot) Timbers should be placed approximately 1m from the adjacent bolster. See diagram.
Unsecured Loads: N/A
Securing Equipment: The load shall be strangle wrapped in three places at each end using the winches adjacent to the three bolsters nearest the rail ends. Two straps shall be placed over the load on wagon number three – **do not** fully tension these straps. In addition there should be 2 loop straps fitted to the last winch at each wagon articulation and 1 independent hand ratchet tensioner in the centre of the train. All straps shall be protected by sleeves and be tensioned from both sides of the wagons. Total securing straps needed. 6 strangle wraps 2 throw over straps 1 independent hand ratchet tensioner 16 loop straps
Voids: There shall not be any gaps between the loaded rails and no overlapping.
Doors/ Sides: N/A
Special Equipment: The wagon cranes on set 1 only (DR92514 / 506 / 504 / 505 / 513) shall be in the running position (this is 5 degrees from the vertical, leaning inwards towards the wagon) before the train is moved. See diagram. The roof canopies on sets 2 and 3 shall be closed and locked in position for transit.
Competency Level: LE RRT
Safety: Confirm wagons are coupled correctly with couplings fully screwed up prior to loading. Wear P.P.E at all times.

Documents
Document Sharing Hub

Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/27/2016 20:30:21 MDT
Full document details: NR NR-L3-NDS-308-LMB4.6 ISSU 2012