

WAGON TYPE	COMMODITY
IGA MK2 fitted with Corus split bearer frames.	108m or 216m 56E1 or 60E2 Rail

Carrying Capacity:

Gross Laden Weight: 89.94 tonnes

Carrying Capacity: 66.0 tonnes.

Tare: 23.94 tonnes.

For exact loading limits see individual wagon on TOPS.

Load Positioning:

216m trains consist of 11 wagons 9 inners and 2 outer-see diagram on p4.

108m trains consist of 6 wagons 4 inners and 2 outer -see diagram on p4.

Rails shall be loaded as per the attached drawing.

The wagons can be loaded with either 2 or 4 tiers.

The maximum payload for 56E1 rail is 44.
(loaded 12, 12, 12, 8)

The maximum payload for 60E2 rail is 40 (loaded 12, 8, 12, 8)



Rails are supported by spreader beams that secure a maximum of 12 rails in 3 bays of 4. There are two types of spreader beams.



RED – This beam shall always be on top as it engages with the frames to lock the pack down.

WHITE – These spreader beams are positioned within the frames.

All spreader bars have separating devices fitted on their underside that engage with the rail heads. These devices can only accommodate 4 rails. It is permitted to leave bays empty provided that the tier is loaded evenly.

It is not permitted to part load individual bays.

The split bearer is an independent bolster which separates the bottom two tiers from the upper two tiers. The split bearer shall be securely locked in position by the pivoting pin and 'R' clips on both sides. This beam shall not be manually lifted due to its weight of 250 kg.



Confirm all the rail ends are positioned in the acceptable safe loading area covering of 1200 mm as per the attached drawing. Only rails of the same length shall be loaded. Test piece rails shall be loaded within the centre bay only. Only rail of the same type may be loaded on each tier.

Stanchions:

The end boards are to be lowered on all wagons apart from the outermost ends. Secure stow the end stanchions on the under shelf. The end and side stanchions on each side shall be in the vertical position.

Bolsters:

All load bearing bolsters to be of a uniform height and in good condition. The non-load bearing bolsters adjacent to the ends of the rails are to be removed as per the attached drawing.

Dunnage: Intermediate spreader beams.

Unsecured Loads: Not permitted.

Securing Equipment:

Each wagon is fitted with two rail support frames. The inner wagons have the frames positioned on the 'C' line bolster (see attached diagrams). The outer wagons have the frames positioned depending on the rail length being loaded (see attached diagram). The rails are equally loaded through the frames. Each tier is separated by spreader beams; these are positioned in each frame, over the buffers and in the centre of the wagon.

Rail 'L'	In Frames	Intermediates	Reds	Total
216m	44	38	22	104
108m	24	18	12	54

Due to the increased gap between the second and third tiers spreader beams shall not be positioned above the buffers or in the wagon centre. All spreader beams are to be positioned at right angles to the rail; any damaged or bent beams are not to be used. Any beam with the black nylon wear pad not present shall not be used.

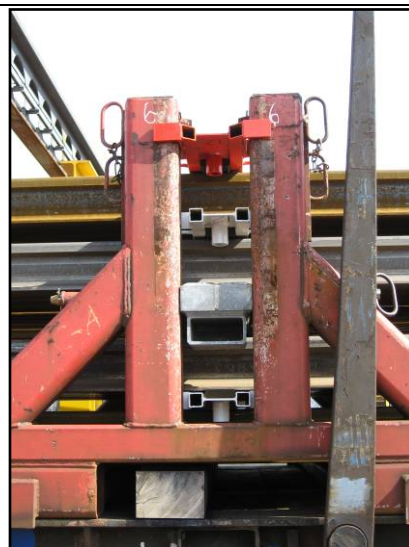
It is imperative that the correct orientation of the spreader beam is observed, with the rail being loaded on the top flat side of the spreader beam, the bottom side with rail guides shall be positioned between the heads of the rails loaded directly underneath.

The upper spreader beam (painted red) is secured in position by 4 pins.

The pins are inserted through the frame and secured by a 'R' clip, both the pin and clip are secured by a chain of a specified length.

The lower position holes are for 56E1 type rail and the upper holes for 60E2 type rail.

When the train is empty the spreader beams are positioned in the upper part of the split bearer, place the red beam on top so as to keep all beams captive in the frames.



Voids: Empty bays are permitted.

Doors/Sides: N/A

Special Equipment: Frames fitted with split bearer and spreader beams.

A special bogie counter balance weight of 1.5 t is required when loading maximum payloads.

This weight is specially constructed to clamp onto the wagon on the inside of the bogie centre at the empty end of the wagon.



Competency Level: LE CRT

Safety: Wear P.P.E. at all times.

Exceptional load due to a minimum 120m-curve restriction. RT3973 EXL required.