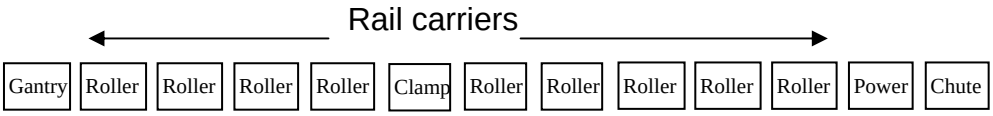
WAGON TYPE	COMMODITY
Perch LWRT Fitted with Geismar Roller/Clamp Banks.	Continuous Welded Rail: CEN 56E1 / BS113a (110 lb / 109 lb / 98 lb) CEN 60E2 Conductor 75kg

Carrying Capacity:
Gross Laden Weight 62.0 tonnes
Carrying Capacity 32.0 tonnes
Tare 30.0 tonnes
For exact loading limits see individual wagon on TOPS.

The LWRT Geismar sets are marshalled as below. It is permissible for the orientation of the primary wagons (Gantry, Chute and Power) to be reversed to the formation shown below. The loco may go on either end.



Load Positioning:
Only rails of approved length shall be loaded. Rail ends shall be positioned above Rail End Safe Area Marker Panels; rails shall not overhang roller banks by more than 4575 mm. A minimum of 1500 mm of rail shall protrude through each clamp. Rails shall not be loaded on the Chute or Power wagons. Short rails shall not be loaded on the second tier if longer rail lengths are loaded directly above it on the top tier.
Fish plated rail is not permitted.
CEN56E1 and CEN60E2 type rails are loaded in three tiers of 8 with a maximum payload of 24.
Conductor 75 kg rails are loaded in 3 tiers of 6 with a maximum payload of 18.
The outer rail positions 1 and 8 shall be left empty when loading conductor rail either on its own or as a mixed load with other rail types.

LWRT Safe Loading Panels
For Geismar equipped Perch YEA Wagons

Rail Length	Min Length m	Max Length m	Panel From	Panel To
1	15.120	18.534	6K	6K
2	36.126	41.247	6K	7H
3	57.132	62.234	5H	7H
4	70.421	74.187	6K	9E
5*	91.427	95.174	4F	8G
6	125.887	129.367	6K	11M
7	181.198	183.294	2C	10B
8	214.214	216.444	2B	11M

***** Test piece rails are not permitted to be loaded at this length.
108 m rail lengths are **NOT** permitted on this train.

Fixed Side Stanchions: Shall be checked prior to loading as present and in satisfactory condition.

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Lateral Bolsters: Shall be checked prior to loading as present and in satisfactory condition.

Dunnage: All unused clamps shall be securely stowed in the clamp box.

Unsecured Loads: Not permitted.

Securing Equipment: GEISMAR - Rails are secured with one clamp per rail, (clamp is in two halves).
The clamp housing in the clamp base plate should be free from foreign objects to enable the correct seating of the clamp.
The swivel bolt with the nut and washer on the outside of the forked clamp shall be tightened to 725 Nm (534 lbft). Clamp halves are colour coded for different rail types; Blue = CEN 60E2, Red = CEN 56E1 (BS113a / 110 lb / 109 lb), Yellow = 98 lb, White = Con 75 kg Rail.
Unused clamps shall be stowed in the correct stowage box provided on the clamp wagon.

The nut on the clamp bolt should be initially tightened using an air line socket gun on the lowest setting. All clamps shall be finally tightened and checked with a torque wrench for the correct securing.

Rail ends shall be kept captive and prevented from bouncing by either turning the last two roller banks nearest their ends inwards and securely locking in position for part loads, or by strapping the rails at their ends to the rails directly below. Straps shall be positioned not less than 1000 mm from the end of the rail on the top tier. (Straps when not in use are to be placed in a safe area where they will not get damaged)
Some vehicles have been fitted with a rail retaining bar above the roller bank. At present this shall not be relied upon to solely retain the rail ends.

LWRT trains shall always travel with the Geismar roller banks in the closed position.

Voids: It is not permissible to load rails in high positions if lower positions are available, the load shall be kept as low as possible. It is permissible to only load one roller bank on a wagon. It is permissible to part/fully load only one side of a roller bank. The load shall remain evenly loaded.

Special Equipment: Roller banks and Clamp banks shall be checked and working satisfactorily prior to loading. The correct position, securing and freedom of movement of bridging rails shall be checked as satisfactory prior to loading. The correct coupling of wagons shall be in accordance with Railway Group Standards (the buffers should be touching).
1.6 m 1 t ratchet strap (Ref SPS015 colour red) for retaining rail ends.
A ‘Certificate of Clamping’ shall be completed, see example on page 4
Special load examination labels are permitted for this type of train see example on page 3.

Competency Level: LE LWRT

Safety: P.P.E. is to be worn at all times.

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USE BLOCK LETTERS

LOAD EXAMINED LWRT & RDT RAIL CARRIERS ONLY

THIS LOAD HAS BEEN EXAMINED & CERTIFIED AS BEING PROPERLY LOADED AND SECURED

	Location of examination	No of Rails	Weight	Length of rails	Date	Signature	Print Name
Journey 1							
Journey 2							
Journey 3							
Journey 4							
Journey 5							
Journey 6							

Wagon Numbers First & Last

NO AUTHORITY OTHER THAN THE SIGNATURE OF THE EXAMINER OR OFFICER CERTIFYING THE LOAD AS PROPERLY LOADED AND SECURED IS NECESSARY FOR THE MOVEMENT OF THIS LOAD

THIS LABEL IS VALID FOR 1 MONTH FROM FIRST JOURNEY. RE-EXAMINATION IS THEN REQUIRED.

Use this label on the LWRT.

- The label is valid for up to 5 drops or one month.
- At the rail loading depot the examiner should start the above label. (Journey 1) and fill in the first and last wagon numbers.
- When rail has been dropped at in an engineer's possession the next line of the label should be completed. (journey 2)
- When more rail has been dropped the next line of the label shall be completed. (journey 3, 4 or 5)
- When the train has competed 5 drops the 6th journey shall be back to a rail loading depot.
- When the train has been reloaded a new label shall be used.

Note – If the LWRT is picking rails up from site then the conventional label shall be used.

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