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BRITISH RAILWAYS

INSTRUCTIONS
FOR THE
LOADING AND SECURING OF
CONTAINERS ON
RAIL VEHICLES

SECTION A - COVERED CONTAINERS

SECTION B - OPEN CONTAINERS

SECTION C - SMALL WHEELED CONTAINERS

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February, 1961

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Instructions for the Loading and Securing of Containers on Rail Vehicles

SECTION A - COVERED CONTAINERS

1. TYPES OF COVERED CONTAINERS.

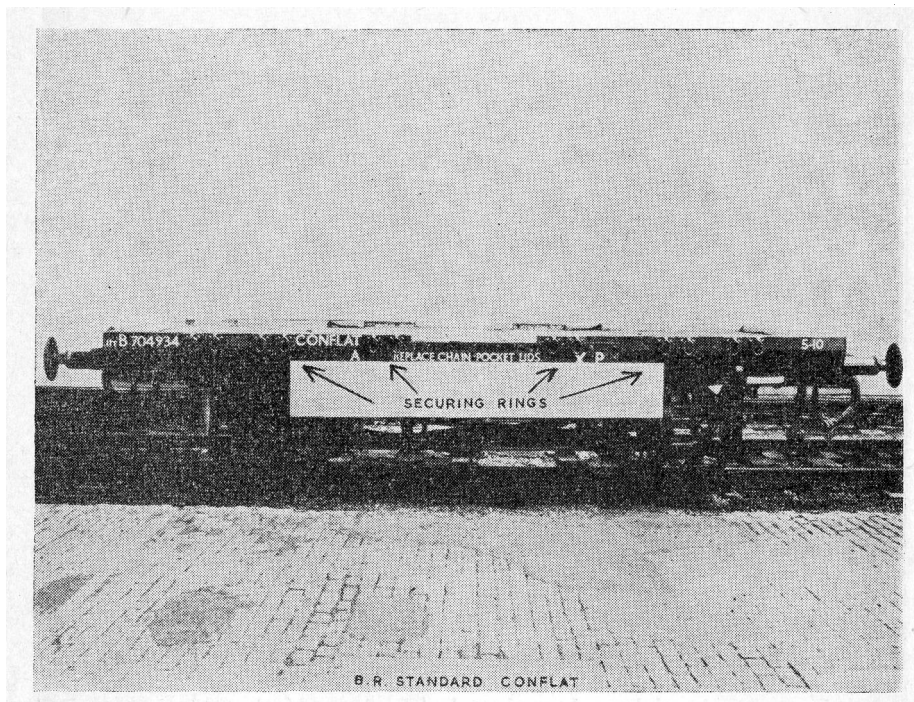
<i>Name.</i>	<i>Description.</i>	<i>Capacity Cu. ft.</i>		<i>Lettering.</i>	<i>Telegraph Code.</i>
		<i>Min.</i>	<i>Max.</i>		
General utility— small	Doors at one end	263	339	A	BOX A
General utility— large	Doors at one end	479	724	B	BOX B
General utility— large	Side doors with or without end doors	562	743	BD	BOX BD
Furniture	Fitted with laths inside for securing furniture	691	720	BK	BOX BK
Furniture	Fitted with laths inside for securing furniture	650	676	K	BOX K
Furniture	Fitted with laths inside for securing furniture	555		KX	BOX KX
Bicycle	Fitted with special racks for bicycles	725	740	BC	BOX BC
Meat—ventilated	Fitted with hooks	722	775	BM	BOX BM
Meat—insulated	Not fitted with hooks	450	538	F	BOX F
Meat—insulated	Fitted with hooks	575	632	FM	BOX FM
Meat—insulated	Fitted with hooks and dry ice bunkers	560	567	FR	BOX FR
Highly insulated— small	Doors at one end for quick frozen commodities, etc.	193		AF	BOX AF
Highly insulated— small	Doors at one end for quick frozen commodities, etc. fitted with Eutec- tic Plates	183		AFU	BOX AFU

<i>Name.</i>	<i>Description.</i>	<i>Capacity</i> <i>Cu. ft.</i>		<i>Lettering.</i>	<i>Telegraph</i> <i>Code.</i>
		<i>Min.</i>	<i>Max.</i>		
Highly insulated— small	Doors at one end for palletised quick frozen commodities, etc. fitted with Eutectic Plates and with rollers in floor for pallet loading	245		AFU PALLET	BOX AFU PAL
Highly insulated— small	Doors at one end for pallet loading of quick frozen commodities, etc.	328		AFP	BOX AFP
Highly insulated— large	Doors at one end for quick frozen commodities, etc.	360		AFX	BOX AFX
Highly insulated— small	For drikold. Doors in roof	110		AX	BOX AX
Bulk material	For material in bulk. Loading through roof and gravity discharge	90		L	BOX L
Bulk material	For dolomite in bulk. Loading through roof and gravity discharge.	210		LD	BOX LD
Rayon yarn	Fitted for conveyance of Rayon yarn	—		RY	BOX RY

2. TYPES OF WAGONS TO BE USED AND SECURING ARRANGEMENTS.

(a) Conflat A.

The standard wagon for the conveyance of all covered containers (other than for bulk material) is the 11, 12 and 13-ton CONFLAT A:-



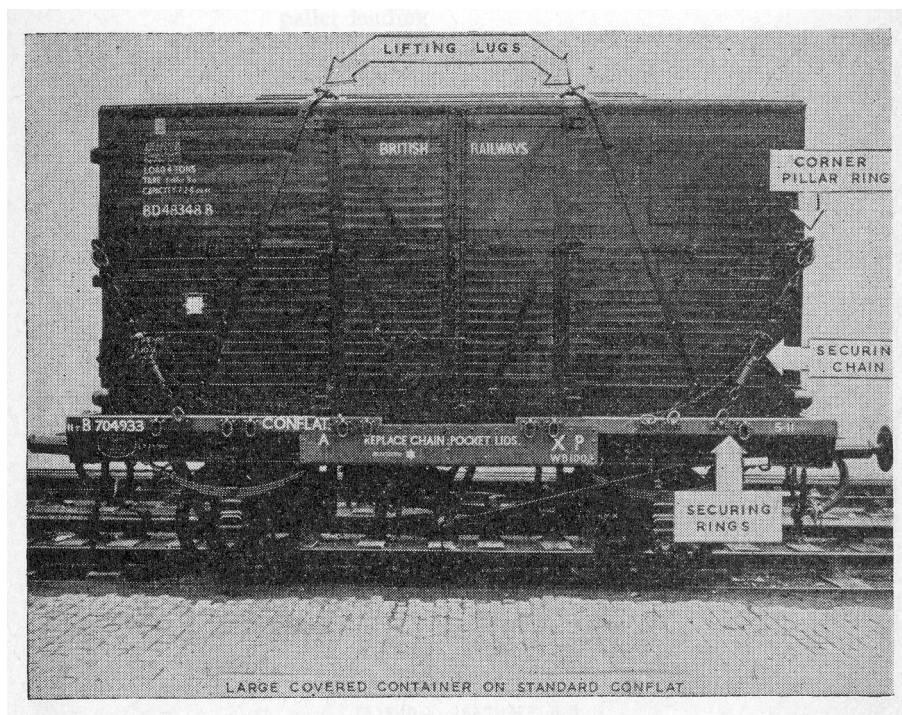
Floor to rail measurement 3 ft. 11 $\frac{3}{4}$ ins.

6 pairs of securing rings each side.

4 tethered securing chains.

Painted numbers prefixed B.

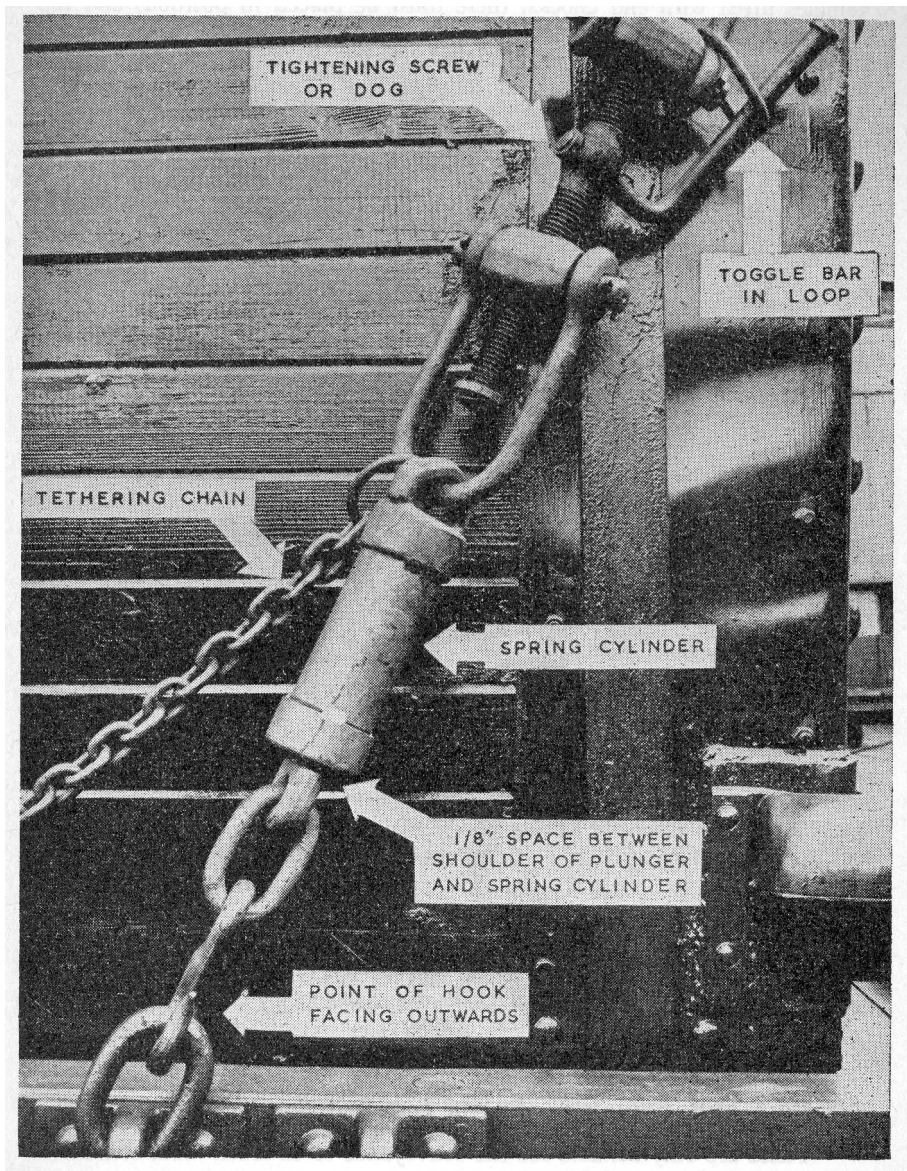
Containers must be placed centrally and the top hooks of the securing chains attached to rings on corner pillars of container and the bottom hooks to convenient rings on side of conflat so as to provide a pull inwards.



Screws to be tightened so that the shoulders of the plungers in the shock cylinders are extended approximately $\frac{1}{8}$ in.

Toggle bars must then be secured in loops provided; unless this is done, chains will slacken.

Both upper and lower hooks must be inserted so that the points are standing outwards (see illustration page 5).



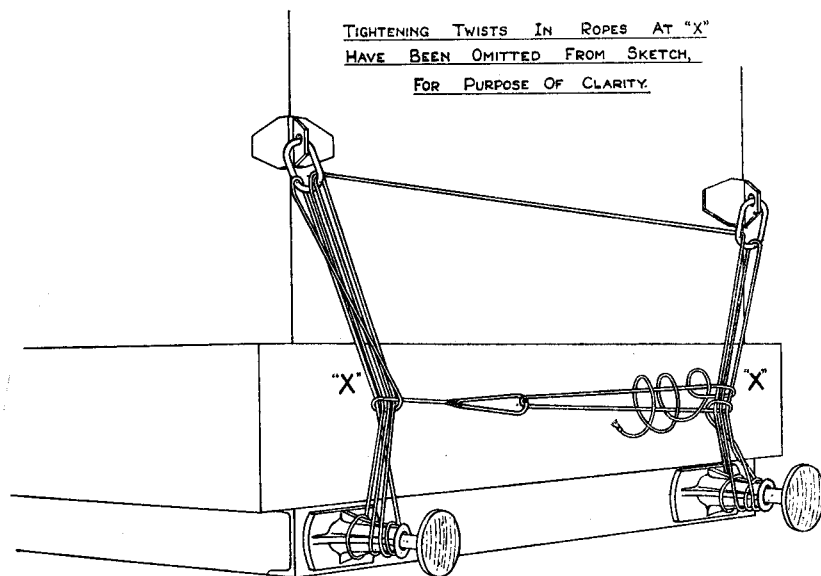
- (b) **Ex L.N.E. conflat wagons (painted numbers prefixed E).**
Ex W.R. conflat wagons (painted numbers prefixed W).

Container must be placed centrally on conflat (in the case of L.N.E.R. vehicles fitted with end chocks, these must be placed in position) and top hook of securing chains attached to rings on corner pillars of container, the eye on the end of the shock cylinder being placed on the appropriate hook on the sides of the conflat to provide a slightly inward pull. The length of chain is then adjusted by using the shortening links and tightened up by means of the screws. Screws to be tightened so that the shoulders of the plungers in the shock cylinders are extended approximately $\frac{1}{8}$ in.

Where chains are fitted with loops to accommodate the screw toggle bars, these must be used to prevent screws slackening off.

- (c) **Ex S.R. conflat wagons (painted numbers prefixed S).**

These vehicles are not fitted with facilities for chaining and containers must be secured by roping at each end, from corner securing rings to buffers, in accordance with the method illustrated below: -



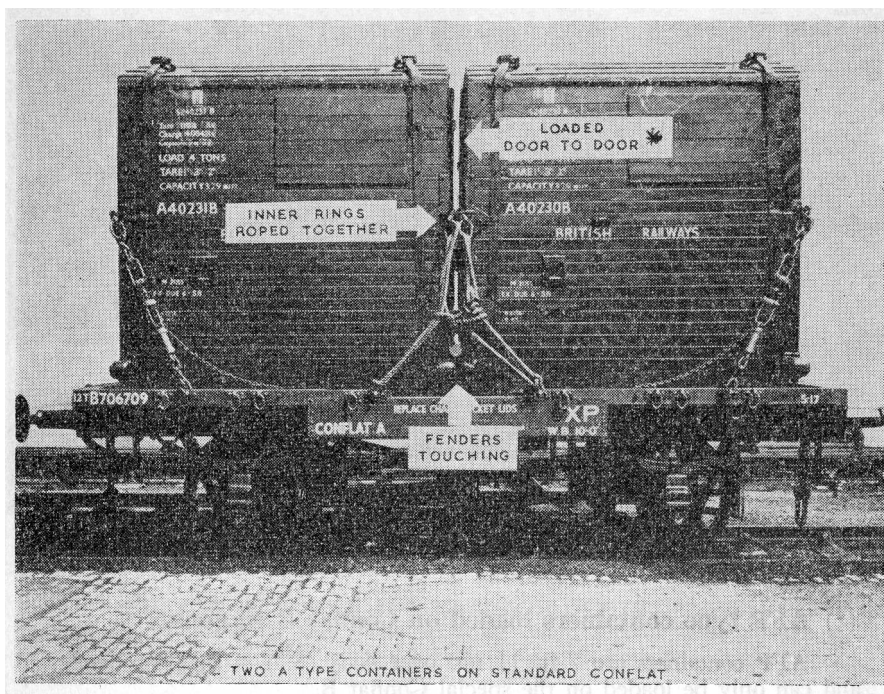
- (d) **Ex L.M.S. container chassis (painted numbers prefixed M).**

These are only suitable for the conveyance of ex L.M. meat containers and **must not** be used for other types.

Containers to be placed in the corner sockets and held down by short securing gear permanently attached to frame; the hooks being inserted in loops positioned about two feet from base of container on side lifting straps.

(e) Two small covered containers loaded on one conflat.

Two A, AF and/or AFU type containers may be loaded on conflats A or on conflats with painted numbers prefixed E, S or W.



Normally the containers should be loaded door to door to prevent pilferage or wettag (with exception of AF and AFU types which must always be loaded with door facing the buffers). In instances where containers remain on the conflat during loading and/or discharge of the contents, the containers must be placed on the conflat with their doors facing the buffers at each end.

The containers must be secured by the chaining method already described. If sufficient chains are not available they must be chained at the outer ends and the inner ends roped by securing the two securing rings on the corner pillars together and taking the rope down to convenient rings on wagon side. Where hooks are fitted on the wagons, these should not be used, the rope being secured to some other appropriate wagon fitting.

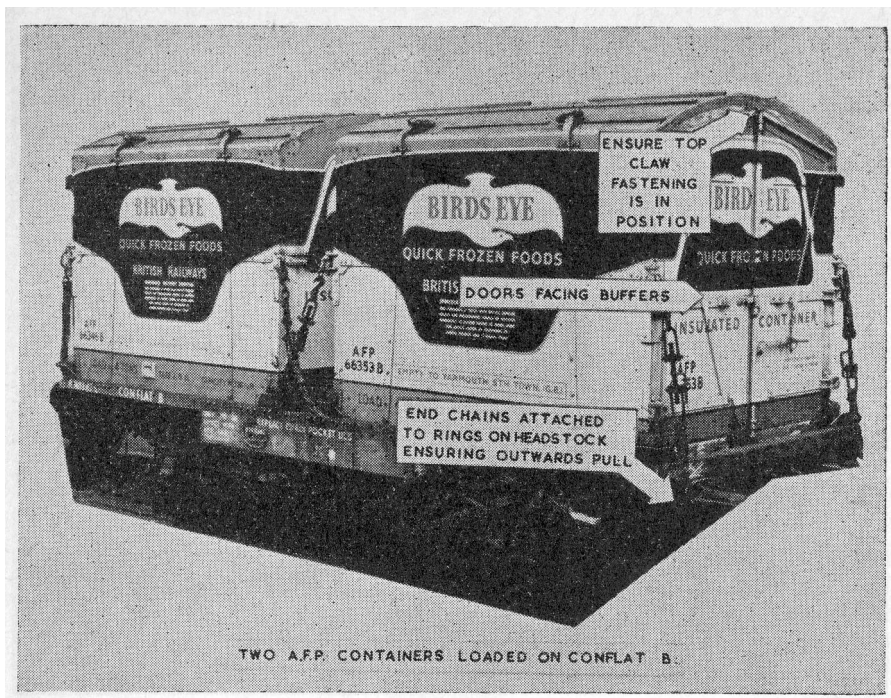
(f) AFP type containers loaded on Conflat B wagons.

AFP containers are 7 ft. 11 ins. over body (8 ft. 4 ins. over fenders) and can only be loaded on the special Conflat B.

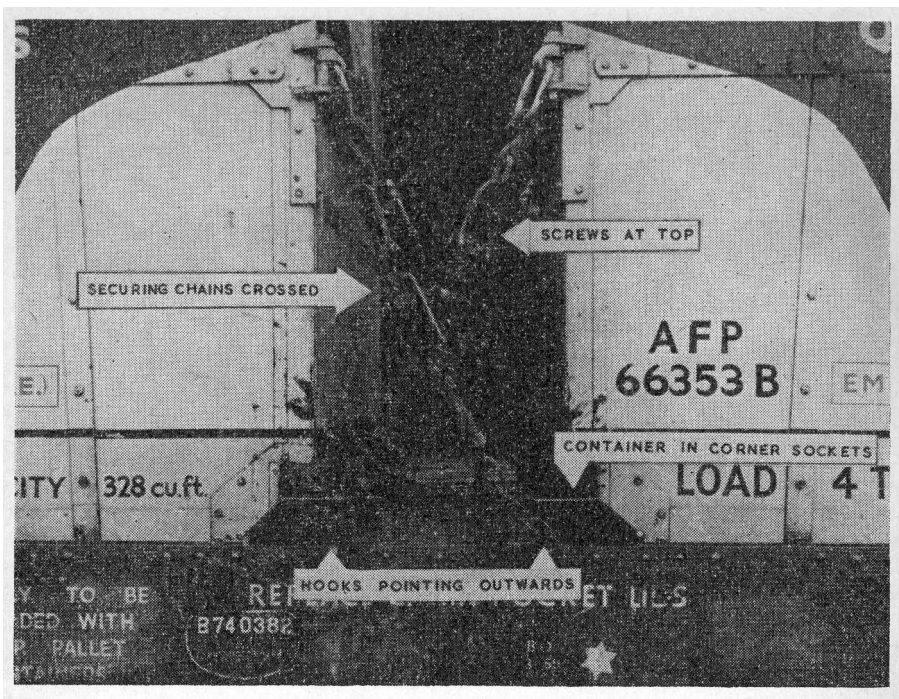
In order to prevent damage to the paintwork of these containers special loading and securing arrangements have been laid down.

There must always be two AFP containers on each Conflat B and each must be loaded with their doors facing the buffers.

The end chains must be attached to the securing rings on the headstock,



and the centre chains crossed and attached to convenient rings on side rail to ensure outwards pull. The securing chain screws must always be at the top, away from the container body to avoid damage to paint work.



(g) **High-sided and medium-sided merchandise wagons.**

Covered containers (except the types specified below) which must be loaded centrally, may only be loaded in high-sided or medium-sided merchandise wagons where suitable conflat are not available and it is known that units can be dealt with at destination:-

Containers despatched to private sidings.

Meat containers (see also Clause 4/(a)).

Highly insulated containers AF and AFU types.

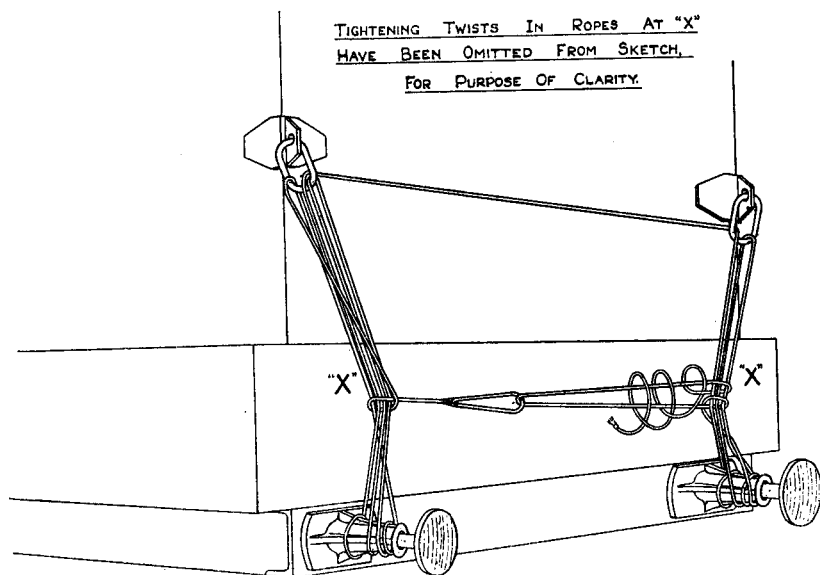
(I) **Loading in HIGH-SIDED merchandise wagons.**

- (i) One large or two small covered containers may be conveyed unroped.
- (ii) One small covered (A) must be roped in the manner shown on page 11.

(II) **Loading in MEDIUM-SIZED merchandise wagons.**

- (i) One large or small covered—to be roped at each end in the manner illustrated on the diagram on page 11.
- (ii) Two small—to be loaded as on conflat (see clause (a))—roped at each end as shown on diagram and inner or door ends of

containers must be secured by roping the two securing rings on the corner pillars together and taking rope down to convenient point on wagon in accordance with the method illustrated below:-



3. LIFTING OF COVERED CONTAINERS.

All covered containers must be lifted by means of standard four-legged container chains, 5 ft. between main ring and hook, of correct capacity at 120°.

If any other type of tackle is used, there is a serious risk of overloading the equipment and also bending outwards the lifting lugs on the eaves of the containers, thus throwing them out of gauge and weakening the metal so as to create risk of possible failure at some future date.

4. SPECIAL INSTRUCTIONS.

(a) Meat and highly insulated containers—Restriction on use of other than CONFLAT wagons.

All meat and highly insulated (AF and AFU types) containers are lettered **LOAD ONLY ON CONFLAT** and **THIS INSTRUCTION MUST BE RIGIDLY ADHERED TO**. Failure to do so causes difficulties at Ports and Cold Stores when containers remain on rail vehicles whilst the contents are loaded or unloaded. In addition the loading of highly insulated (AF and AFU types) containers in open merchandise wagons causes damage to parts of the container.

(b) Prohibition on use of lowfits.

Owing to the internal width of these wagons (8 ft. 2 ins.), containers

are liable to move sideways on them and become out of gauge. For this reason the use of lowfits for loading containers is prohibited.

(c) **Shock-absorbing wagons must not be used for covered containers.**

Owing to floor height of shock absorbing wagons, viz., 4 ft. 4 ins., all covered containers are out of gauge when loaded in these vehicles; such loading is therefore prohibited.

(d) **Containers sent to shops for attention—Restriction on use of other than conflat wagons.**

Inspection of containers sent to shops for repairs can only be carried out when they are loaded on conflat wagons and, in some cases, the repairs are carried out with the container on the conflat. For these reasons, containers labelled to shops for attention must always be loaded on conflats and adequately secured.

5. **BULK MATERIAL CONTAINERS, TYPES L AND LD.**

Must be loaded on the special conflat L wagons and, in the case of the L type containers, with the bar, on which the lid pivots, towards the centre of the conflat. If the containers are loaded with the bar across the conflat, difficulties arise at the loading points during the filling operation.

After chains have been tightened, the toggle bars on screws must be secured by loop provided to prevent slackening off during transit.

It is particularly important that screws be kept well lubricated.

Spillage, which results from filling at forwarding points and tends to accumulate on floor of conflat, must be removed otherwise the containers cannot be bedded down evenly in correct position.

When conflat is not carrying containers, the chains must be stowed in the chain pockets provided.

SECTION B - OPEN CONTAINERS

1. TYPES OF OPEN CONTAINERS.

<i>Name.</i>	<i>Description.</i>	<i>Capacity Cu. ft.</i>		<i>Lettering.</i>	<i>Telegraph Code.</i>
		<i>Min.</i>	<i>Max.</i>		
General utility— medium	Drop ends and de- mountable sides, or drop ends only	124	157	C	BOX C
General utility— large	One drop end and two side doors	238	298	D	BOX D
General utility— large	Drop ends and de- mountable sides	296	326	DX	BOX DX
Small	With or without drop ends	35	47	H	BOX H
Medium	For Clyde steam- ship services	179		S	BOX SS

2. TYPES OF WAGON TO BE USED.

Open type containers must be loaded in Low, Medium or High-Sided merchandise wagons.

Conflats must NOT be used as the side securing rings of the containers are not designed to take the strain set up by chaining.

3. LIFTING OF OPEN CONTAINERS C, D AND DX.

C, D and DX containers are provided with two spreader bars, each with tethering chains bolted to the top planks on each side. These spreader bars are provided to prevent pressure on the container sides when craning and also provide tilts for sheets covering the load.

Should containers be received with the spreader bars loose, the latter must not be divorced from the containers.

SECTION C - SMALL WHEELED CONTAINERS

1. DESCRIPTION.

<i>Name.</i>	<i>Description.</i>	<i>Capacity Cu. ft.</i>	<i>Lettering.</i>	<i>Telegraph Code.</i>
General utility— small	Fitted with wheels and retractable jacks. Capable of being wheeled into and out of vehicles	70	SW	BOX SW

2. TYPE OF VEHICLE TO BE USED.

SW containers must be loaded in accordance with regional instructions applicable to the particular type of container. Jacks must **always** be lowered into position before despatch.

3. HANDLING INTO AND OUT OF RAIL AND ROAD VEHICLES.

Unless lifted by mechanical appliance, suitable loading plates must always be used.