
**Series 1 freight containers — Handling
and securing**

**AMENDMENT 3: Double stack rail car
operations**

Conteneurs de la série 1 — Manutention et fixation

*AMENDEMENT 3: Gerbage sur deux hauteurs des conteneurs en
transport ferroviaire*



Reference number
ISO 3874:1997/Amd.3:2005(E)

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Foreword

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Amendment 3 to ISO 3874:1997 was prepared by Technical Committee ISO/TC 104, *Freight containers*, Subcommittee SC 1, *General purpose containers*.

Series 1 freight containers — Handling and securing

AMENDMENT 3: Double stack rail car operations

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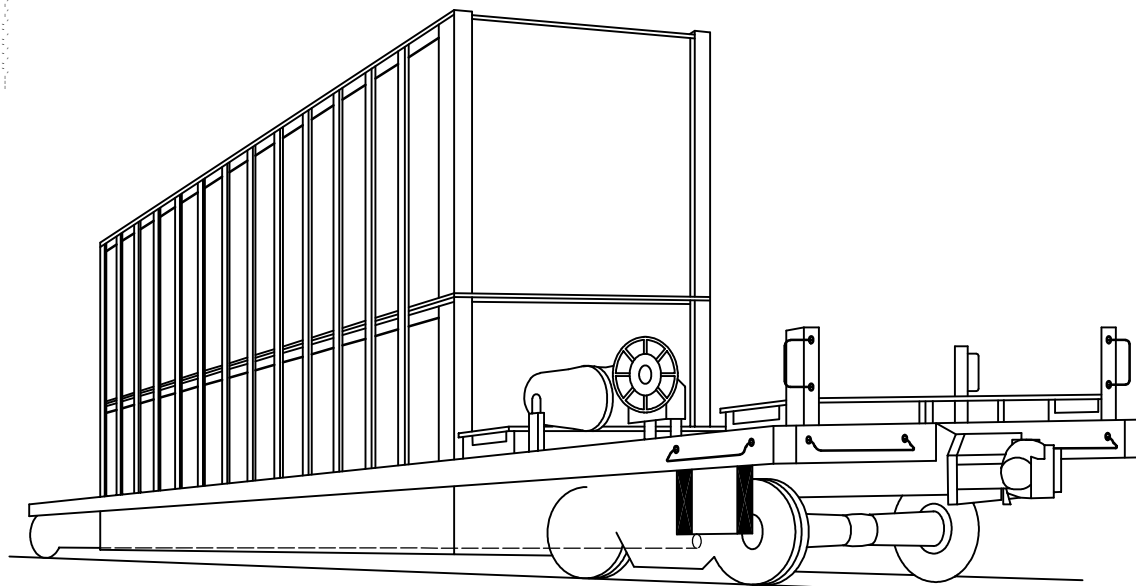
Add a new 9.3.5 after the existing 9.3.4 as follows:

9.3.5 Double stack rail car operations

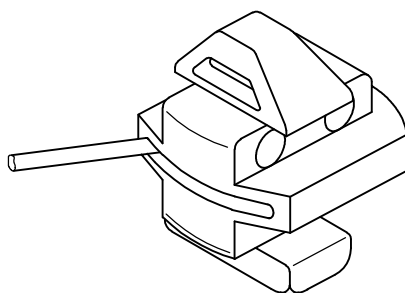
To ensure safe operation on double stack rail car vehicles, both the lower and the upper containers shall be supported by all four bottom corner fittings only. The bottom container shall be secured to the rail vehicle through the bottom corner fittings either by twistlocks or other means which will ensure compliance with 9.1. The upper container shall be secured to the lower container through the bottom corner fittings either by twistlocks or other means which will ensure compliance with 9.1. It is noted that these rail cars should always be shoved to rest during operations, i.e. “shunting” should not be allowed. An example of a securing lifting used for transport by rail and of a double stack rail vehicle is shown in Figure 29.

To ensure safe operation:

- the position of the securing devices shall be readily apparent;
- before the vehicle is moved, the securement of the container shall be checked;
- before the containers are lifted, all locking devices shall be released.



a) Overall view of a typical double stack rail car



b) Detail of securing fitting

Figure 29 — Example of double stack rail car with securing fittings in common use

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