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AMENDMENT 3
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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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Case postale 56 • CH-1211 Geneva 20
Tel. + 41 22 749 01 11
Fax + 41 22 749 09 47
E-mail copyright@iso.org
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Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

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

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AMENDMENT 3: Double stack rail car operations

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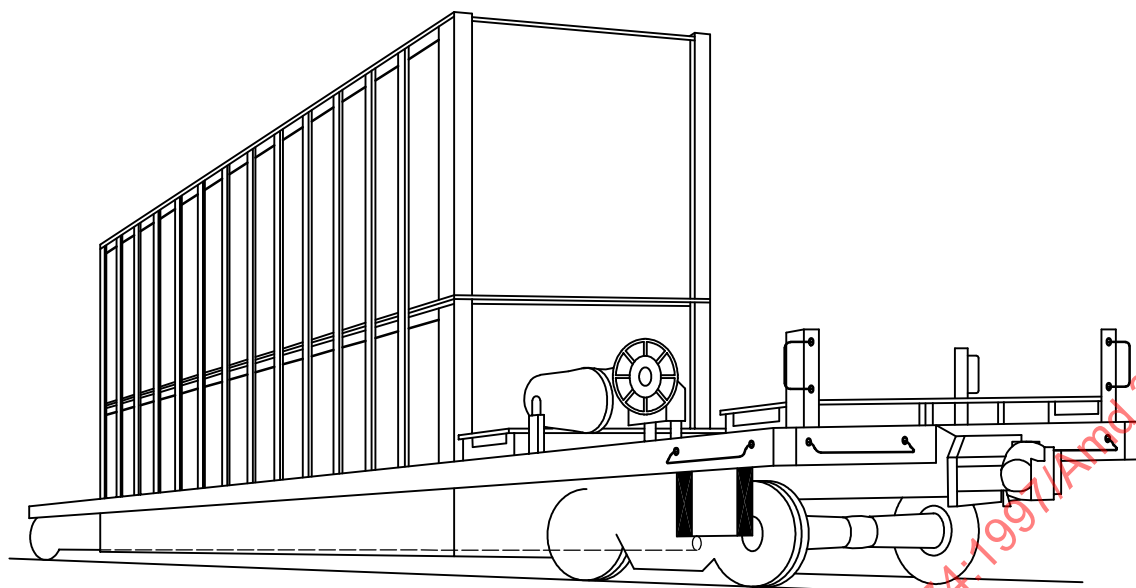
Add a new 9.3.5 after the existing 9.3.4 as follows:

9.3.5 Double stack rail car operations

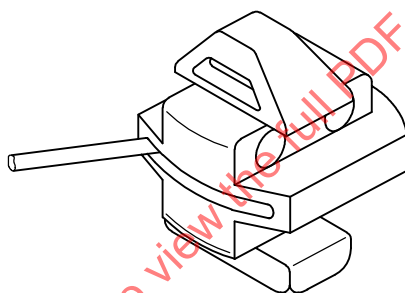
To ensure safe operation on double stack rail car vehicles, both the lower and the upper containers shall be supported by all four bottom corner fittings only. The bottom container shall be secured to the rail vehicle through the bottom corner fittings either by twistlocks or other means which will ensure 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 securing 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