

Glossary of terms used in

Materials handling —

**Part 9: Terms used in connection with
rail transport**

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British Compressed Air Society	Institution of Gas Engineers
British Electrical and Allied Manufacturers' Association	Institution of Heating and Ventilating Engineers
British Gear Manufacturers' Association	Institution of Mechanical Engineers
British Gas Corporation	Institution of Plant Engineers
British Internal Combustion Engine Manufacturers' Association	Institution of Production Engineers
British Mechanical Engineering Confederation	London Transport Executive
British Pump Manufacturers' Association	Machine Tool Trades Association
British Steel Corporation	Ministry of Defence*
British Steel Industry	National Coal Board
Crown Agents for Oversea Governments and Administrations	Process Plant Association
Department of Employment and Productivity (HM Factory Inspectorate)*	Railway Industries Association of Great Britain
Department of the Environment	Royal Institute of British Architects
Department of Trade — Marine Division	Telecommunication Engineering and Manufacturing Association
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The Government departments and scientific and industrial organization marked with an asterisk in the above list, together with the following, were directly represented on the committee entrusted with the preparation of this British Standard:

British Industrial Truck Association	Mechanical Handling Engineers' Association
British Overseas Aircraft Corporation	National Association of Lift Makers
British Railways Board	National Ports Council
Cranfield Institute of Technology	Road Haulage Association Ltd.
Federation of Wire Rope Manufacturers of Great Britain	United Kingdom National Committee of the International Cargo Handling Co-ordination Association
Institute of Materials Handling	
Lifting Equipment Manufacturers' Association	

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Amendments issued since publication

Amd. No.	Date	Comments

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Foreword

This British Standard has been prepared under the authority of the Mechanical Engineering Industry Standards Committee. The following Parts of this standard are already published:

- *Part 1: Terms used in connection with pallets, stillages, hand and power trucks;*
- *Part 2: Terms used in connection with conveyors and elevators (excluding pneumatic and hydraulic handling);*
- *Part 3: Terms used in connection with pneumatic and hydraulic handling;*
- *Part 4: Terms used in connection with cranes;*
- *Part 5: Terms used in connection with lifting tackle;*
- *Part 6: Terms used in connection with pulley blocks;*
- *Part 7: Terms used in connection with aerial ropeways and cableways.*

The terms used in this Part are in general agreement with those given in the relevant British Standards, and also with accepted terms in industry.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

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Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 10, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

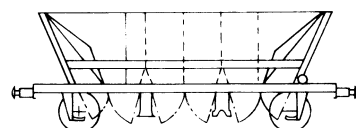
9.1 Rail vehicles

NOTE In contrast to the practice in road transport, powered handling equipment is seldom built into commercial rail vehicles, but is normally provided by the terminal installation, with which the rail vehicle is compatible. Railway service vehicles, which often incorporate mechanical handling features, are not included in this standard. Some rail mounted cranes, as described in 44111, and similar equipment are used for rail service purposes.

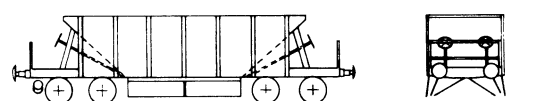
Number Term and definition

Typical example

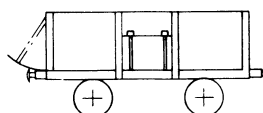
91001 **bottom-door hopper wagon.** A rail vehicle which is emptied by opening bottom hopper doors to discharge between the rails. Opening and closing of the doors can be performed either manually, or automatically by lineside devices.



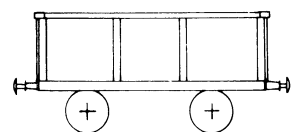
91002 **side-door hopper wagon.** A rail vehicle which is emptied by opening hopper doors to discharge outside the rail tracks. The doors are generally manually operated.



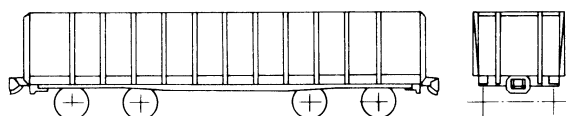
91003 **end-tipping open wagon.** A rail vehicle which is emptied by tipping longitudinally to discharge through a top-hinged end door, normally only at one end. See 94001, 94006.



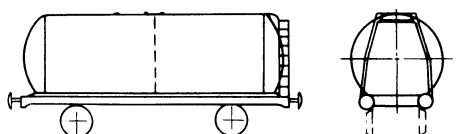
91004 **side-tipping open wagon, tippler wagon.** A rail vehicle which is emptied by being inverted in a tippler to discharge over the side. See 94002, 94004, 94005.



91005 **rotating centre-coupling wagon.** A rail vehicle which is emptied by rotating it about the longitudinal axis of the coupling by means of the tippler described in 94003, thus permitting the wagon to be discharged without uncoupling.



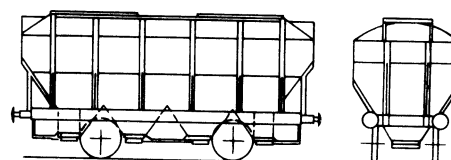
91006 **tank wagon.** A rail tank vehicle for liquids which is emptied by gravity or assisted by a suction pump.



91007 **cryogenic tank wagon.** A pressure-resisting and heat-insulated rail tank vehicle for cryogenic liquids (e.g. nitrogen, oxygen).



91008 **covered hopper wagon.** An enclosed rail vehicle for powders and granular materials which is emptied by manually opening sliding doors to discharge between the rails. It is fitted with brackets for vibrators (see 94007).



91009 **pressure tank wagon.** A rail vehicle with one or more tanks for carrying powders. Discharge is by gravity, assisted by fluidization and internal pressure.

