

Markings on Freight Stock

by Phil Parker

There are lots of markings on wagons and I've often wondered what some of them mean.

The BR Working manual for rail staff 1975 contains this little gem of a table explaining all.



Marking	Significance
Diagonal white stripe on side of mineral wagon	Position of end door
Two short white lines in the form "V" at the bottom centre of wagon side	Bottom doors
Vertical white stripes, 3 on each side and ends	Equipped with shock-absorbing gear
Large solid yellow triangle pointing upwards on side of 25t mineral wagon	To distinguish from 21.5t mineral wagon
Axle-boxes painted yellow, with or without red stripes	Fitted with roller bearings
White star or stars on underframe	Position of vacuum-brake release cord
Solid white or black triangle pointing downwards on solebar or wagon side	Fitted with two vacuum brake cylinders and manual changeover gear to adjust brake for empty or loaded running.
"CL" (with C overlapping L) on the side of bogie bolster wagon	Indicates position of centre line
Letters "RIV" enclosed in rectangle on side of vehicle	Confirms to the requirements for running over Continental railways
Anchor surrounded by a rectangle on side of Continental ferry wagon	Confirms to the loading gauge agreed by the International Union of Railways
Top half of circle, with a cross at either end, on side of wagon used for international traffic	Must not be allowed to pass over a shunting hump
Red triangle on side of WR china-clay wagon	Interior lined with zinc
Letter "L" on side of WR china-clay wagon	Longitudinal floorboards
Length measurement between arrows on side of Continental ferry wagon.	Indicates wheelbase or distance between bogie pivots

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