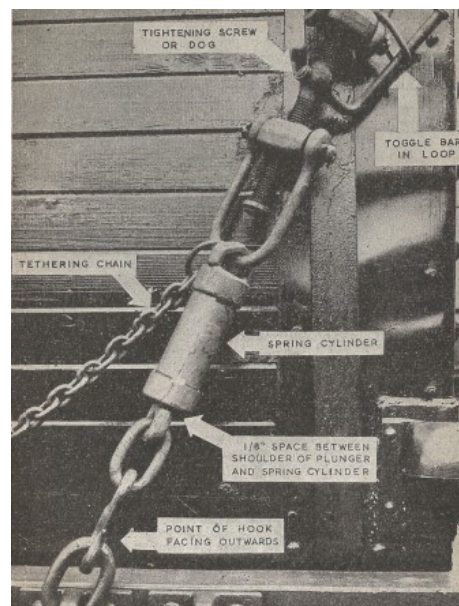
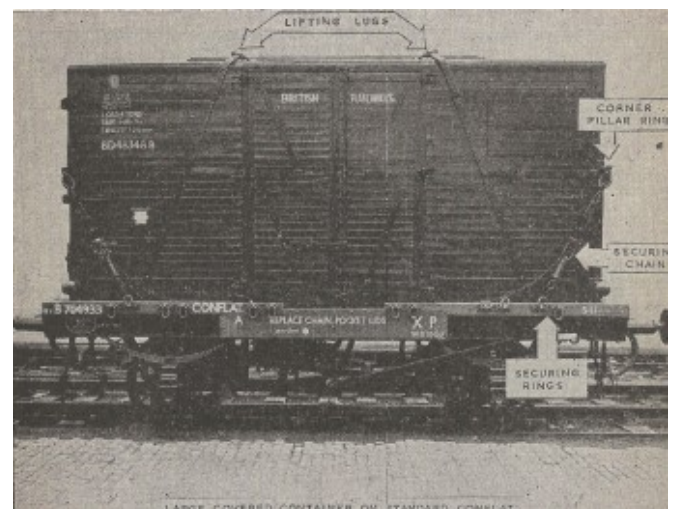
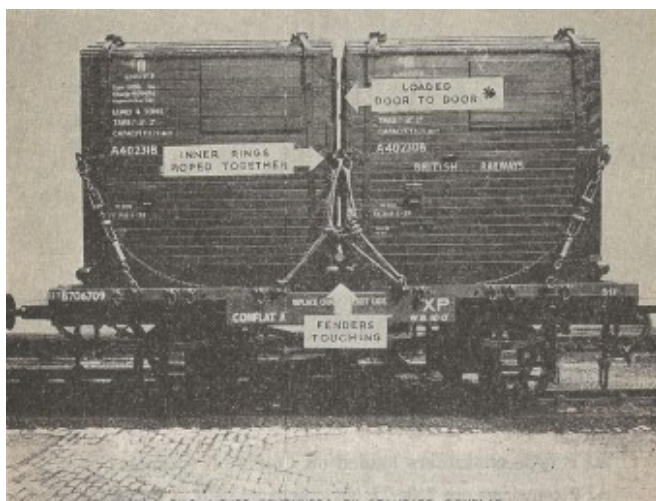




A new *BOX B* being built at Swindon.
The man nearest the camera is fastening the lining using a screwdriver bit in a carpenter's brace, a tool still used in the Teign Valley workshops.



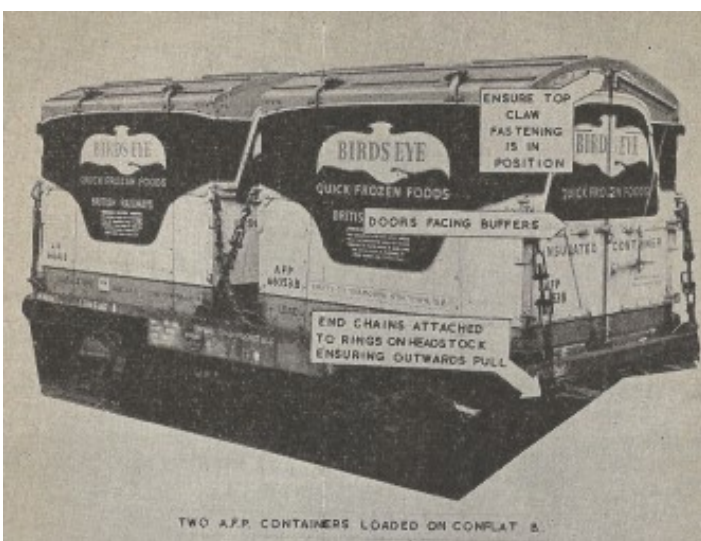
Binding chains were normally solid but those used to secure containers had a spring cylinder inserted which had only to be lightly tensioned.

A set of these chains is still kept at Christow.

The instruction makes clear that the point of the hook should always face outwards and that the screw toggle bar should be captive.



A reduction of one third fare to the new residence was granted to families removing their household by rail.



"AFP" containers designed for pallet loading of fast frozen foods were always loaded with their doors facing outwards, contrary to normal practice.





It will be noticed in later photographs that the "BK" container at Christow bore markings intended for continental railways. The importance of the corner buffers fitted to each container will be appreciated when the loading is considered here.

A "B"-type container is loaded in a five-plank (high-sided) open wagon on the dockside.

It is obvious why the I.S.O. stackable container so revolutionized shipping and freight transport.



After the end of the project at Longdown in 1978, the containers were left behind and in 1979 removed by National Carriers' lorry to Teign Valley Depot.

Along the way, the hired Sparrows' crane went too close to the edge of the road near Turnpike Cottage and fell into the adjacent field. The road had to be closed the following week-end in order to position a very much larger crane to retrieve the one on its side.





"BK" containers had horizontal laths to aid securing items of furniture, but the boxes could be used for any suitable traffic if necessary.

The panel at top left contains domestic and continental numbers with imperial and metric measurements. Just to the right, the "i" symbol is thought to be an obsolete indicator of international conformance.

The inscription below reads: *Not to work between Tonbridge & Battle, via Robertsbridge*. This is a heavily restricted route and it shows how close these boxes were built to the standard loading gauge.

The panel at right is "For Traders' adhesive Labels only."

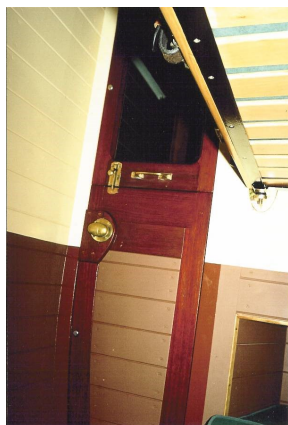
This box was originally turned out in B.R. maroon with a grey roof.



The two "BD" containers recovered from Taunton in 1984 never had any work done to them and they were broken up in 1993.

The frames of these old boxes were made from one of a group of South-East Asian timbers marketed as keruing or gurjun. They are coarse, straight-grained, resinous, moderately durable woods, with strength comparable to teak, suited to heavy work where appearance and finish are not important.

Because of the mass of joints, bolt holes and rusted-in screws—not to mention rot—little of the hardwood was worth saving, but the floor joists were sawn down to provide for new work, such as the doors, windows and other joinery in *Tadpole*, the narrow gauge brake van.





When the project at Christow started in 1984, the containers were brought from Teign Valley Depot.

The constraints of the site meant that the only place they could sit to begin with was on the token length of track, installed to signify the railway's return.

Two years later, the stone bin behind them was demolished and the boxes were moved to what became the Building Department yard.



"A"-type container, 40649, was used as a workshop at Longdown when it arrived there in 1975. When it was removed to Teign Valley Depot in 1979, it was converted into a *WORKBOX*, a variation of the *WORKVANS* which used to travel from station to station with men able to make repairs and alterations as required.

Over the years, a remarkable and immense catalogue of work was turned out from this cramped space. As well as the functional equipment and furniture seen at Christow, many other types of work were undertaken.

After 25 years' use, longer than it was with B.R., production was transferred to the warm and comparatively spacious *WORKBOX* 001944, a 1970s-built insulated shipping container.

The old workshop is pictured left just before it was broken up in 2001. Many of the fittings were re-used and it yielded wood and parts for new work.



Sixty-one years after being built, BK 58018 has been emptied of its last load and is about to be broken up.

Of the 50,151 that British Railways owned in 1959, only a few are now left.





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This is a very dated view and these are not I.S.O. containers, but it serves to show the principles of *Freightliner* operation, which are much the same today, and the way in which trans-shipment was so greatly improved.

The B.R. freight services arrow symbol seen on the door of the lorry was found on the railway's "A" and "BD" containers.



This highly insulated I.S.O. container had been roughly converted into a portable office which, judging from the plans left within, had last been used on a site in Exwick, Exeter. It turned up in the scrap yard at the station and was bought for £300. The meat hooks in the ceiling had been removed.

After being repaired and modified at Christow, it was only meant to be a temporary workshop while the main building was being made ready, hence the "Site Office" branding. Nevertheless, it has been a very useful space and a great deal of work has been turned out since it was finished in 2001.

There is only one sort of portable building which will support a one-ton woodworking machine in the middle of a 20-foot span, thanks to its 16-ton carrying capacity.

