MOTOR TRANSPORT

The 30-cwt. Utility (Albion)

1. General.—This Instruction gives details of the facilities and the general layout of the accommodation provided in the 30-cwt. Utility vehicle (*see* Figs. 1–13), which is the standard vehicle for gangs employed on Advice Notes and Minor Works. The main items for which accommodation is provided are as follows :—

(*a*) Two 26-ft. LIGHT poles, or, alternatively, a MEDIUM pole not exceeding 32 ft. in length
(*b*) In each cab door, a pocket for the Log Book and Forms MTE 29
(*c*) On the near side of the vehicle, a locker for spare petrol tins
(*d*) Seating accommodation for seven men
(*e*) Writing facilities for the Foreman
(*f*) Locker accommodation
(*g*) Wiring drums
(*h*) Brackets for carrying ladders
(*j*) Towing hitch for light trailers.

2. Safe Load.—The weight of the Utility body is at least 5 cwt. in excess of the weight of the bodies normally fitted to this class of chassis. It will therefore be necessary to restrict the total weight of men, tools and bulk supply of stores, as far as possible, to 25 cwt. Card TE 706 gives the weight of poles, and card TE 387 the weight of other stores in general use.

3. Guarantee period.—Each vehicle is guaranteed by the chassis makers and by the builders for a period of 12 months. For the body the period extends from the date of collection, and for the chassis the period of guarantee must be taken as extending from a date 6 weeks prior to the date of collection of the vehicle. All defects which arise in the above-mentioned periods must be specially reported to the E.-in-C. (M).

4. Seating accommodation.—Two members of the gang—one in addition to the Driver—can be conveyed in the cab, and two in the body of the vehicle. The seating accommodation in the body is sufficient to accommodate two or three other men. The seat in the body can be lowered for cleaning purposes. All seat supports should be in position before the seat is used.

5. Facilities for writing—A writing slope for the Foreman is provided on the left-hand side of the gangway in the body. A light is provided in a convenient position in the body of the vehicle.

6. Wiring Drums.—On the top of the near-side and off-side lockers, at the end of the vehicle, a swing arm is provided. Each arm is fitted with a spindle to take a drum for paying out 40-lb. wire while the vehicle proceeds along the road. When the drums are not required, they should be stored in the cupboard at the front end of the vehicle and the arm should be folded back to the sides of the vehicle.

7. Facilities for carrying ladders.—Brackets are fixed to the inner and outer faces of the roof posts on both sides of the vehicle, for carrying extension ladders or ordinary ladders. When extension ladders are carried, the inner section should rest on the brackets in the manner shown in Fig. 2B. On the top of the lockers outside the vehicle, eye-bolts are provided for lashing, to ensure that the ladders do not jump off the hooks. For suitable types of ladder, *see* Hand Tools, E 1286.

8. Conveyance of Poles.—The trap door over the cab, when opened, will permit two LIGHT poles or one MEDIUM pole to be pushed through the opening. Care should be taken to secure the door in position. The following is the procedure when loading :—

(*a*) The head of a pole should first be supported on the roller at the back of tho vehicle, and pushed forward until the head reaches the front of the vehicle.

(*b*) It must then be lifted on to the front bolster, pushed forward to its travelling position, and the butt end of the pole lifted on to the gate at the rear of the vehicle.

(*c*) If a second pole has to be carried, the gate should be opened only wide enough to accommodate the first pole during the initial stages of loading the second pole.

(*d*) When the second pole is in the travelling position, the gate should be swung out to its full extent and the butt lifted thereon.

(*e*) The heads and butts should then be securely lashed in position. Two lashing rings are provided on the front bolster, to assist in lashing the heads.

(*f*) Finally, the roller should be removed. In no circumstances should the poles be loaded direct on to the gate.

9. Work Bench.—The top of the double locker behind the cab is sufficiently strong to carry a parallel vice, which should not exceed 30 lb. in weight.

10. Towing facilities.—A towing hitch is provided on the vehicle for light trailers, and this hitch will enable the vehicle to tow—on normal gradients—the jointer's trailer Tool Cart or other trailers of not greater weight, provided that the extra load imposed on the vehicle does not cause overloading.

Distribution :
96, 98, 125, 127, 165

11. Overall Dimensions of the vehicle for garaging purposes.—The overall length of the vehicle is 18 ft., width 6 ft. 6 in., and height 9 ft. 5 in. The ladders normally carried, when in position, increase the total length to 22 ft. On this basis the space allowed for garaging is 250 sq. ft. If several vehicles have to be garaged, space has to be allowed for gangways, cleaning, etc.

12. Locker Accommodation. *Figs. 8 and 9.*

(*a*) *In the latest type of vehicle,* four lockers are provided on the inside of the vehicle, three immediately behind the cab and one on the right-hand side towards the rear of the vehicle (Fig. 1, No. 5), which is intended for subscribers' apparatus. The upper locker behind the cab is for food. The full-size door (left-hand side) below the bench gives access to the locker at floor level, which is reserved for coils of wire that cannot be accommodated in locker No. 6 and the wiring drums when not in use, and to the left-hand part of the upper locker reserved for foremen's instructions, etc. Access to the right-hand part of the upper locker is obtained by means of a door above the seat.

(*b*) *For the older type of vehicle,* containers will be supplied for the Foreman's Engineering Instructions.

13. *Lockers Nos. 1–4 and 6–8* are accessible from the road and are intended for use as shown on Figs. 1 and 3–7. Tools and stores should be carried in an orderly manner on the vehicle. Full details of the fittings designed for these lockers are dealt with in paras. 14–22.

14. *Locker No. 1* (*near side*).—This is reserved principally for hand tools, and these are fitted to the back wall as shown in Figs. 3 and 10. A gummed slip is provided for fixing to the back of the locker, to indicate to the Foreman where each type of tool should be located. Alterations to this scheme should only be made as and when additional items are introduced or changes in the design of tools are effected. The floor of this locker is provided with steel compartments for safety belts, compound, first-aid outfit and portable telephone. Two holders are also available for long spanners. At each end of the locker, hooks are fixed to hang a hammer and mallet respectively, and space has been arranged for an oil can, spirit blow-pipe, cold chisels, measuring tape and auger handles. A spring balance can be suspended by two hooks to the roof of the locker.

15. *Locker No. 2* (*near side*). *Figs. 4 and 11.*—This has been arranged to accommodate spindles, brackets and pole steps, in wood compartments. The majority of the items can be laid in a horizontal position, to avoid undue noise from the vibration of the vehicle. The larger types of bracket are hung on iron bearers, fixed to the back wall of the locker. A spare compartment for small stores is provided.

16. *Locker No. 3* (*near side*). *Figs. 5 and 10.*—This locker is provided with a shelf. In the upper section, wooden bosses are provided for the various types of insulator. The lower half provides space for climbers; "Flags"; "Baskets Tool," etc.

17. *Locker No. 4* (*near side*). *Figs. 5 and 11.*—This locker is provided with a shelf. Rope and sash lines are accommodated in the upper part, and additional wooden bosses for insulators are provided in the lower part. The bosses are mounted on five steel strips fastened to the floor.

18. *Locker No. 5* (*off side*). *Fig. 8.*—This is reserved for apparatus, and the opening is on the inside of the vehicle.

19. *Locker No. 6* (*off side*). *Figs. 6 and 12.*—Provision is made in this locker for storage of wire and cable by means of 3 horizontal bearers fixed at the back of the locker. Wire and cable coils can be hung on these bearers, and provision is made for the wire to be secured by a padlock at the end of each bracket. The available space on the locker floor can be utilized for leading-in cable. Two hooks are also provided on the right-hand side of the locker on the vertical posts for suspending wiring tools, and sash line; on the left-hand side of the locker, between the vertical posts, a wooden holder is provided to hold the thermometer.

20. *Locker No. 7* (*off side*). *Figs. 6 and 13.*—The upper part is divided by steel partitions to accommodate gloves, draw vices, and ratchets and tongs, each in separate compartments. In the lower half, partitioned steel trays are provided for the accommodation of small items such as staples, nails, etc. The remaining available space is intended for any additional ratchets and tongs that have to be carried.

21. *Locker No. 8* (*off side*). *Figs. 7 and 12.*—The upper and lower portions are fitted with steel partitions to accommodate bolts, small brackets, stay tighteners, iron spikes, and spindles.

22. Storage of heavy-gauge wire and digging tools.—A vertical rack has been provided inside the vehicle to the rear on the near side to carry stay-wire and heavy-gauge copper wire (Fig. 2A). Digging tools can be placed under the seat in the body of the vehicle.

23. Carriage of Cycle.—Occasionally it may be necessary for the fitter to stay behind and complete a fitting job and, in such circumstances, an official bicycle may be taken and put inside the body of the vehicle.

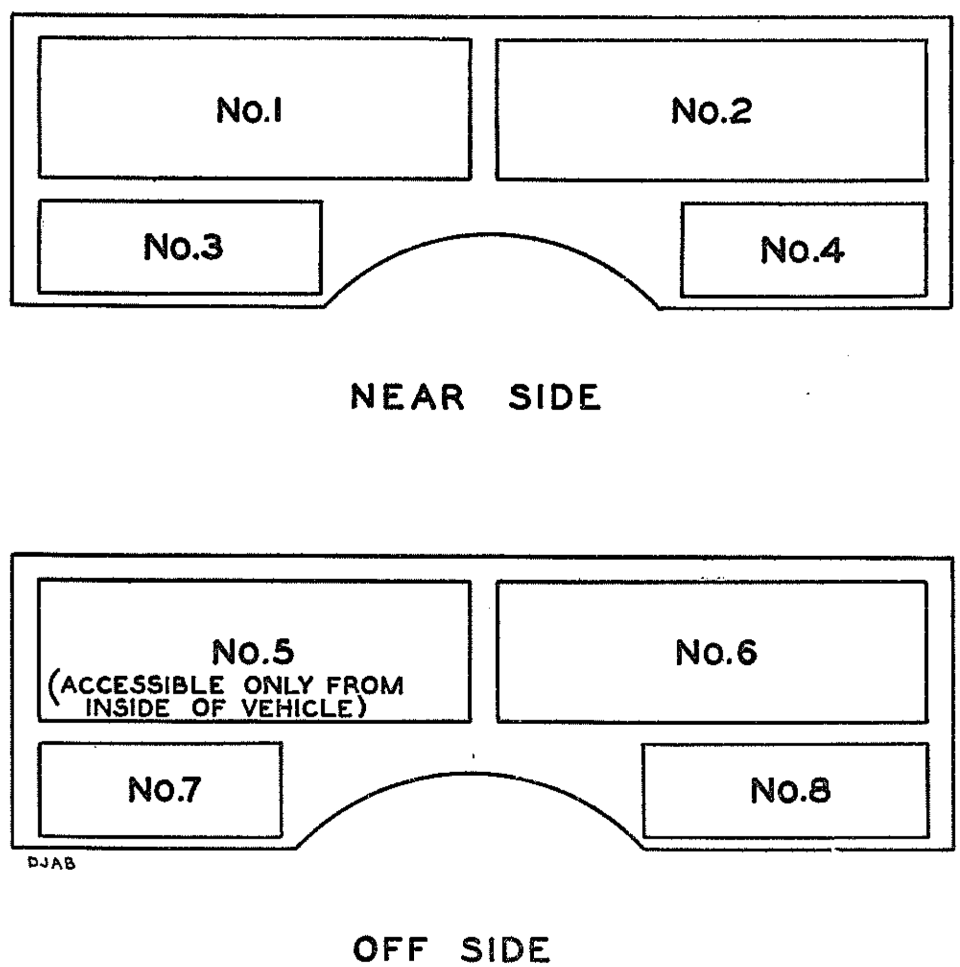
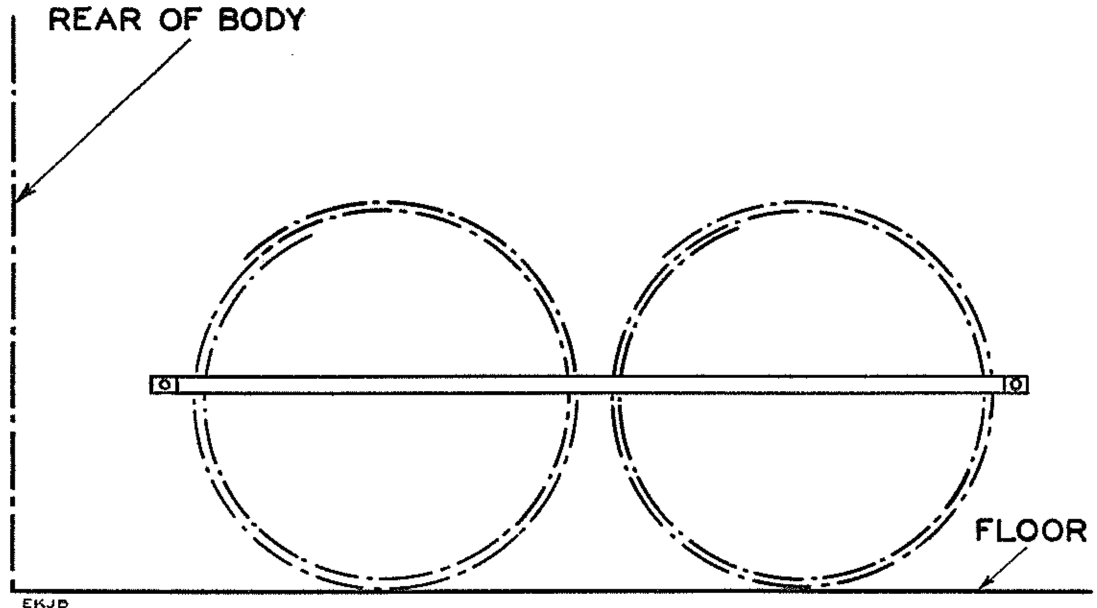
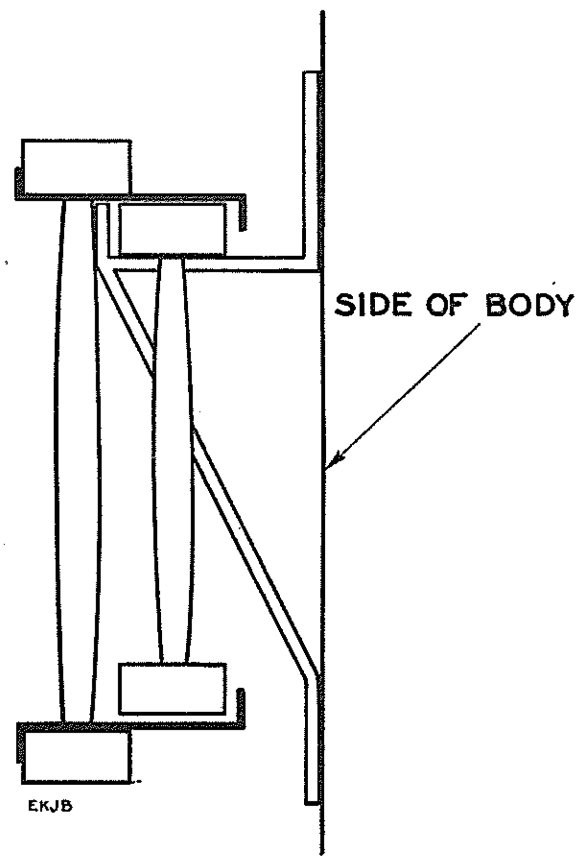


FIG. 1.—INDEX TO LOCKERS

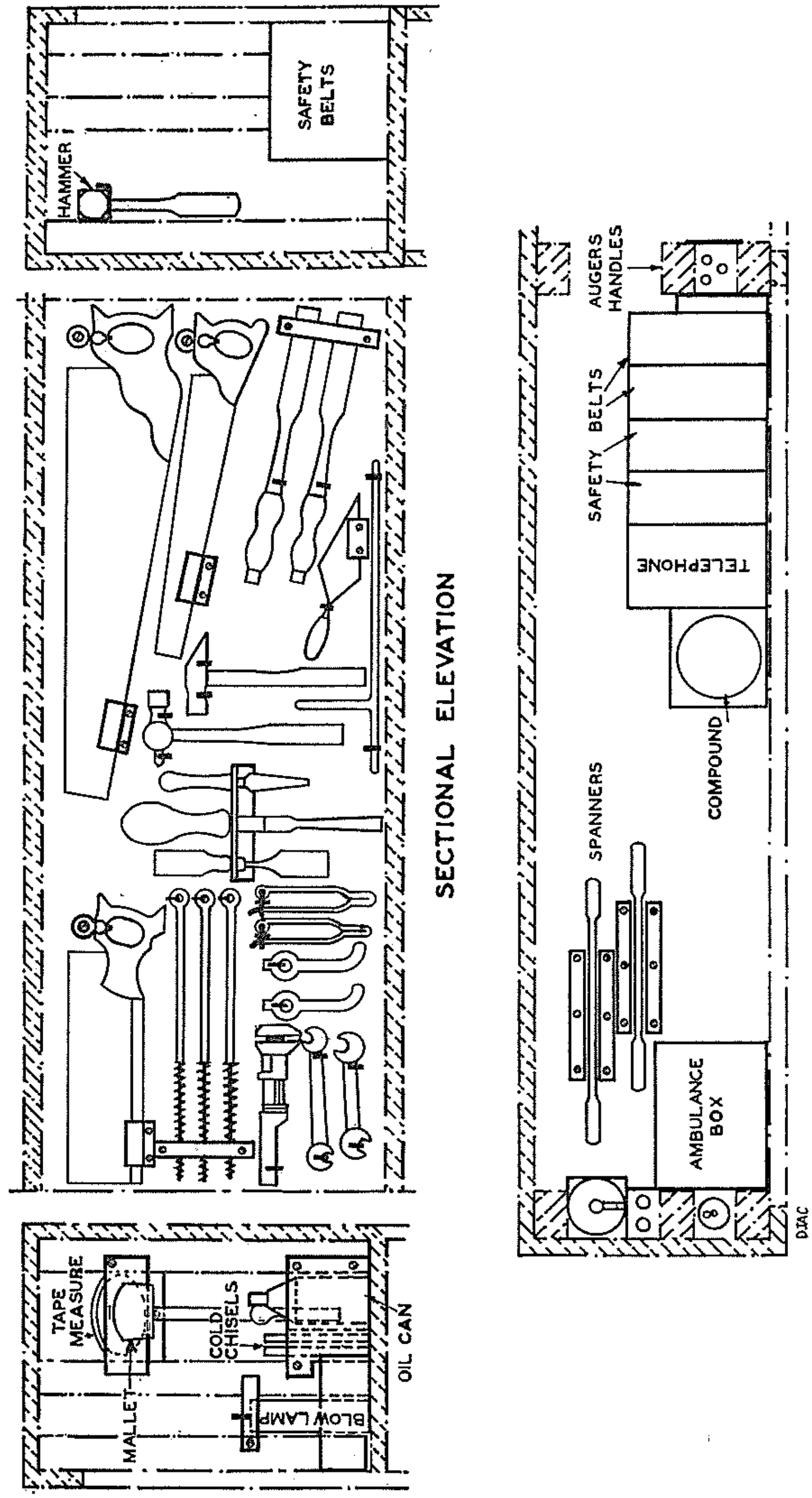


(A) HEAVY COIL WIRE HOLDER



(B) EXTERNAL BRACKETS & EXTENSION LADDERS

FIG. 2



PLAN

FIG. 3.—LOCKER No. 1

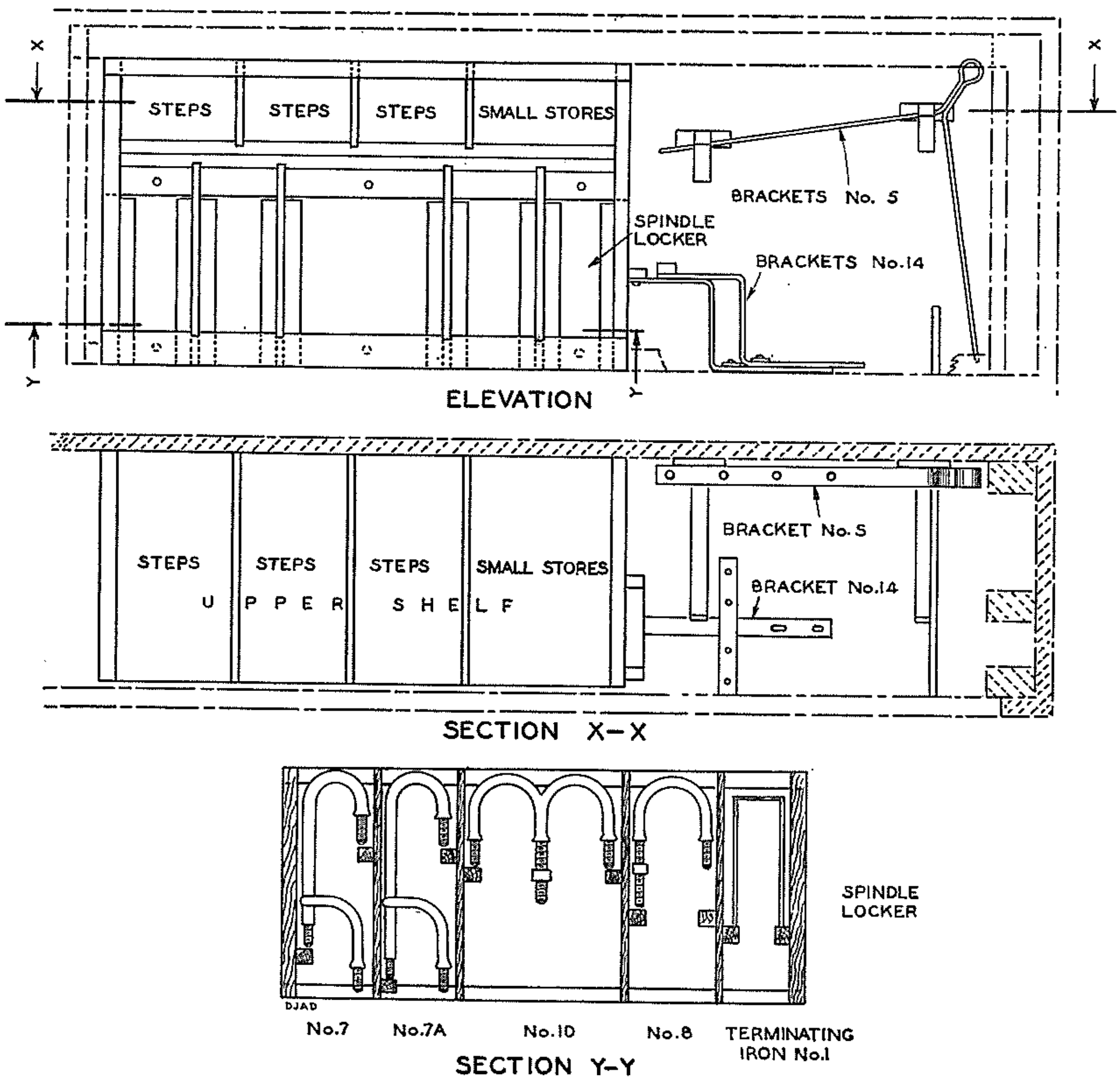


Fig. 4.—Locker No. 2

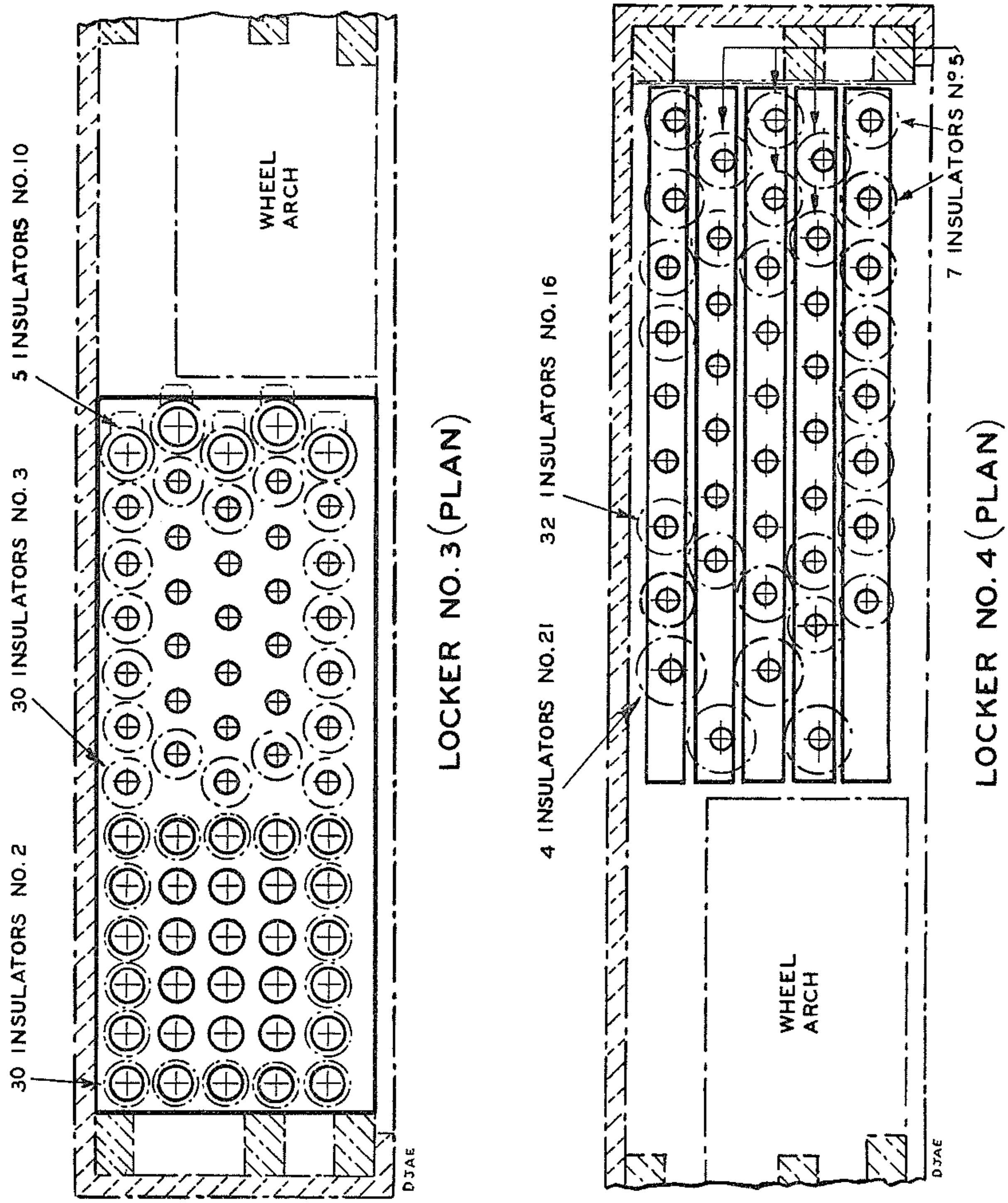

5 INSULATORS NO.10
30 INSULATORS NO.3
30 INSULATORS NO.2
WHEEL ARCH
LOCKER NO. 3 (PLAN)
DJAE
32 INSULATORS NO.16
4 INSULATORS NO.21
7 INSULATORS No.5
WHEEL ARCH
LOCKER NO. 4 (PLAN)
DJAE

FIG. 5.

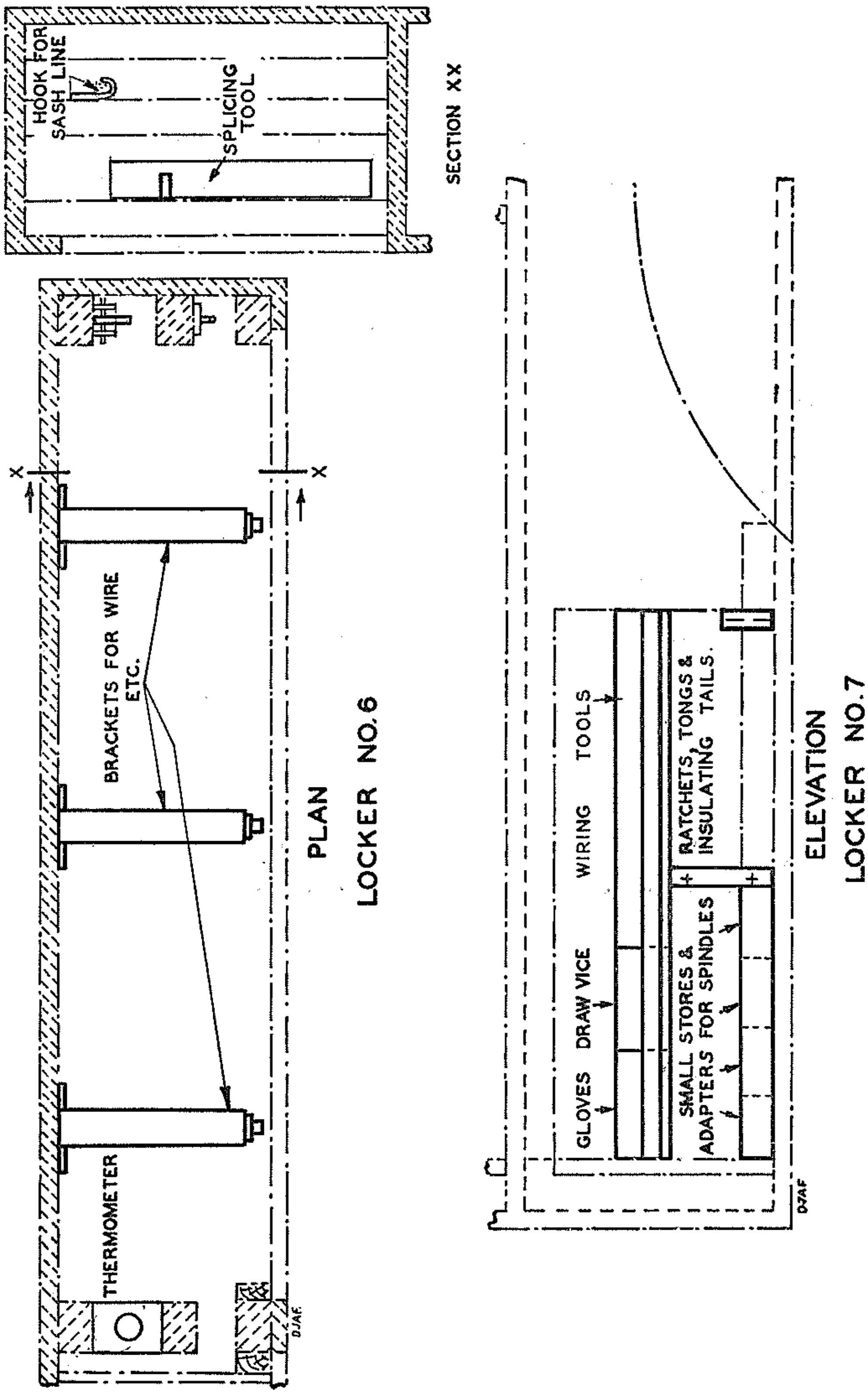
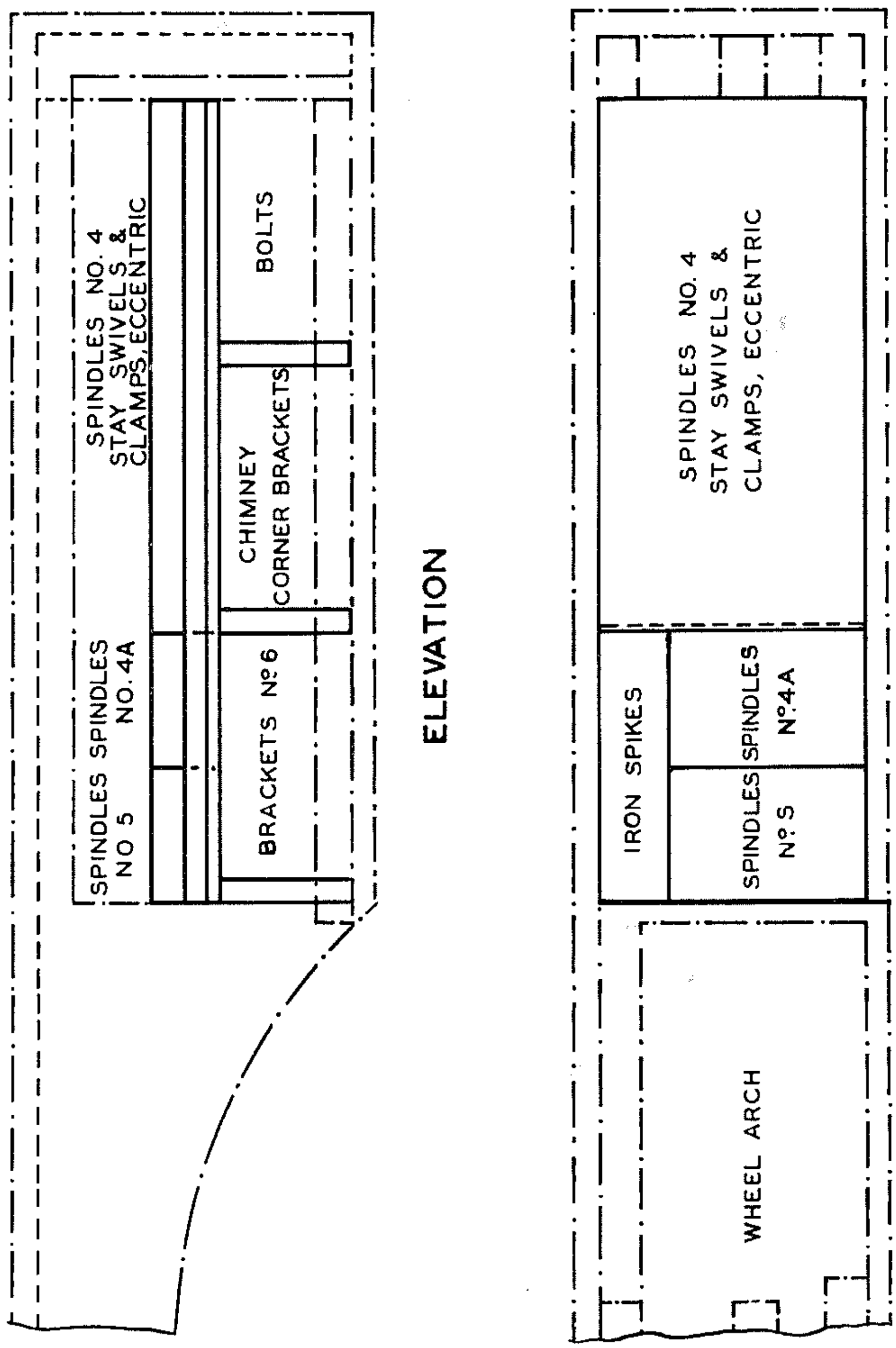

HOOK FOR SASH LINE
SPLICING TOOL
SECTION XX
X
X
BRACKETS FOR WIRE ETC.
THERMOMETER
PLAN
LOCKER NO.6
GLOVES
DRAW VICE
WIRING
TOOLS
SMALL STORES & ADAPTERS FOR SPINDLES
RATCHETS, TONGS & INSULATING TAILS.
ELEVATION
LOCKER NO.7
DJAF

FIG. 6



PLAN OF UPPER TRAY

FIG. 7.—LOCKER No. 8

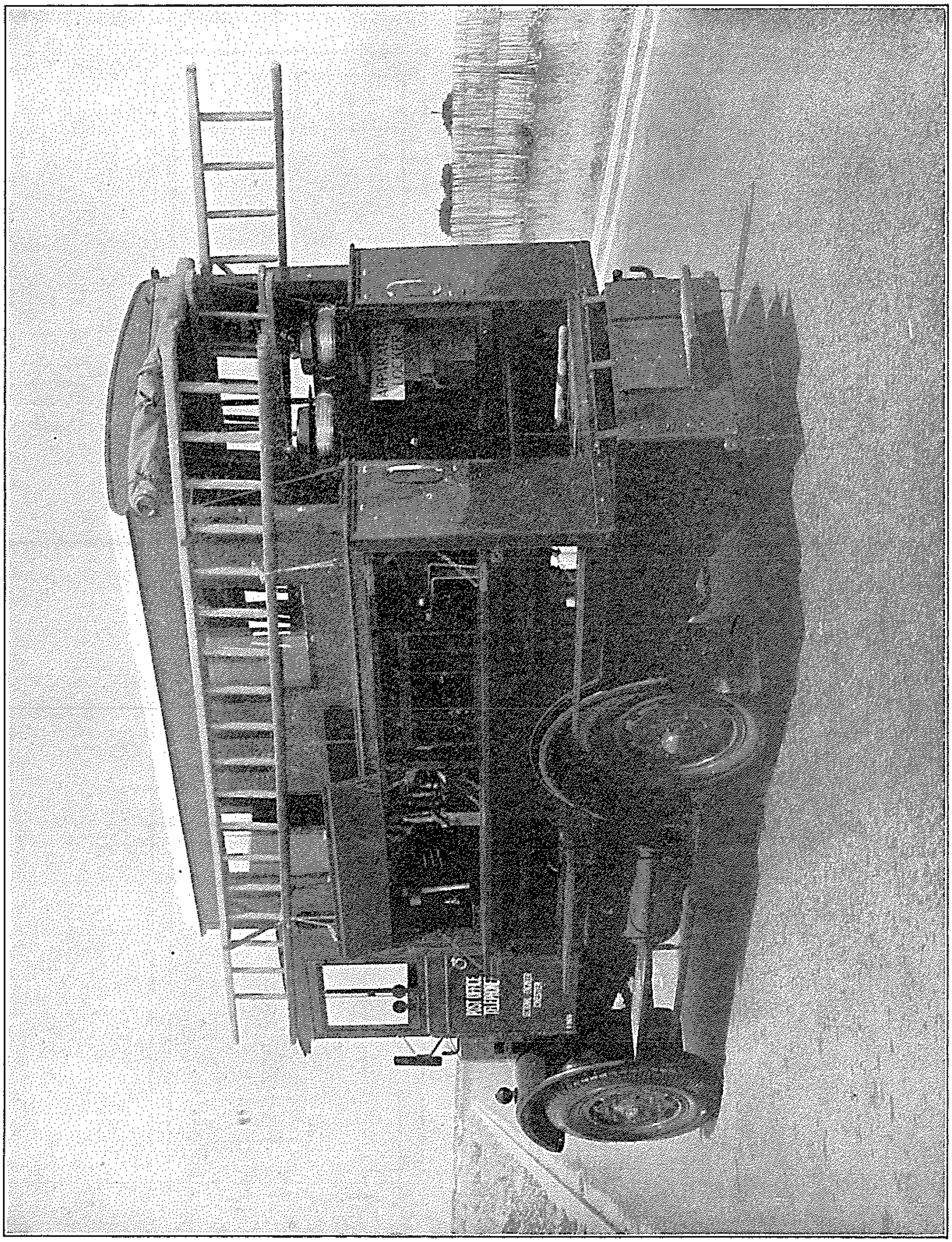


Fig. 8.—General View of Vehicle

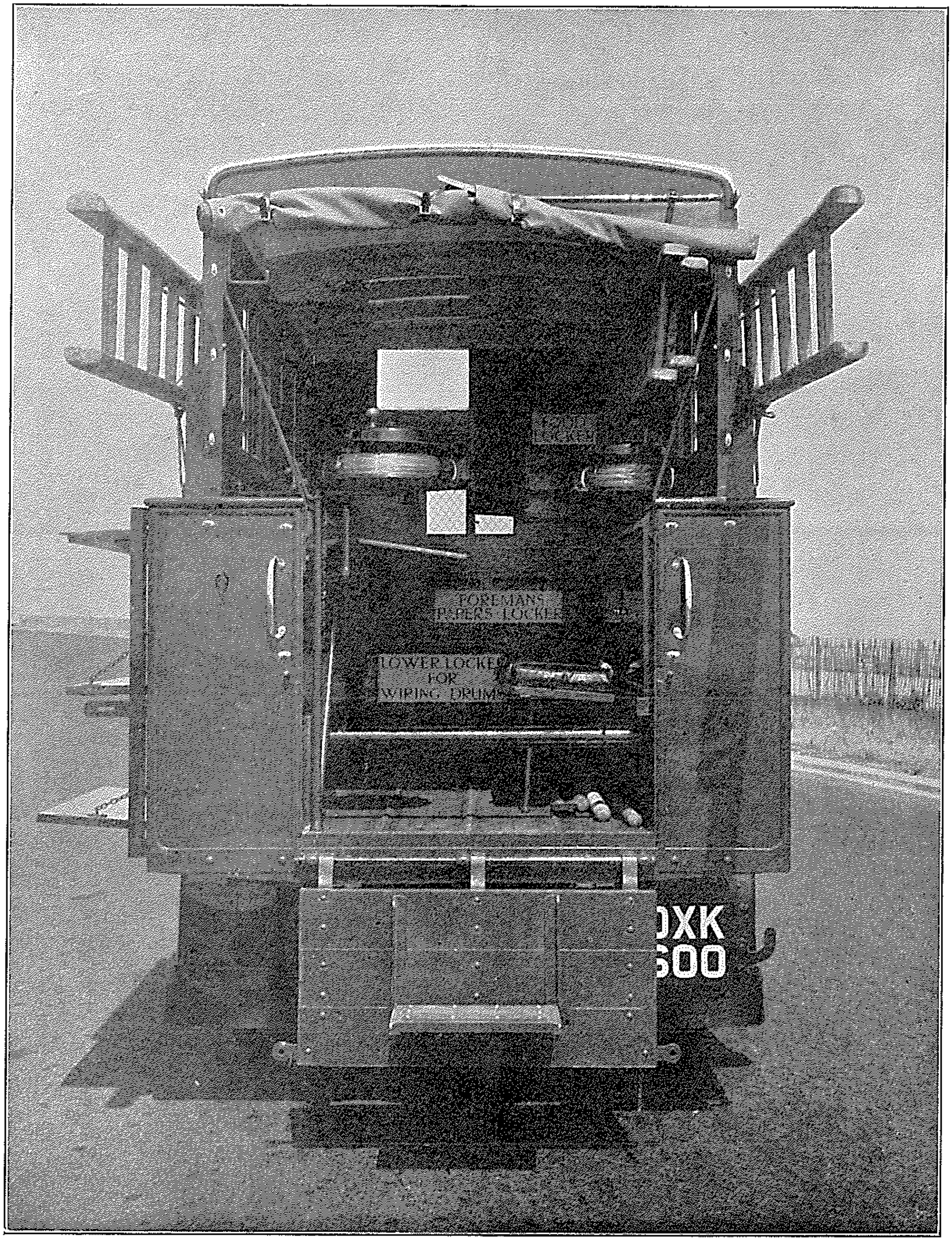


FIG. 9.—INTERIOR OF VEHICLE

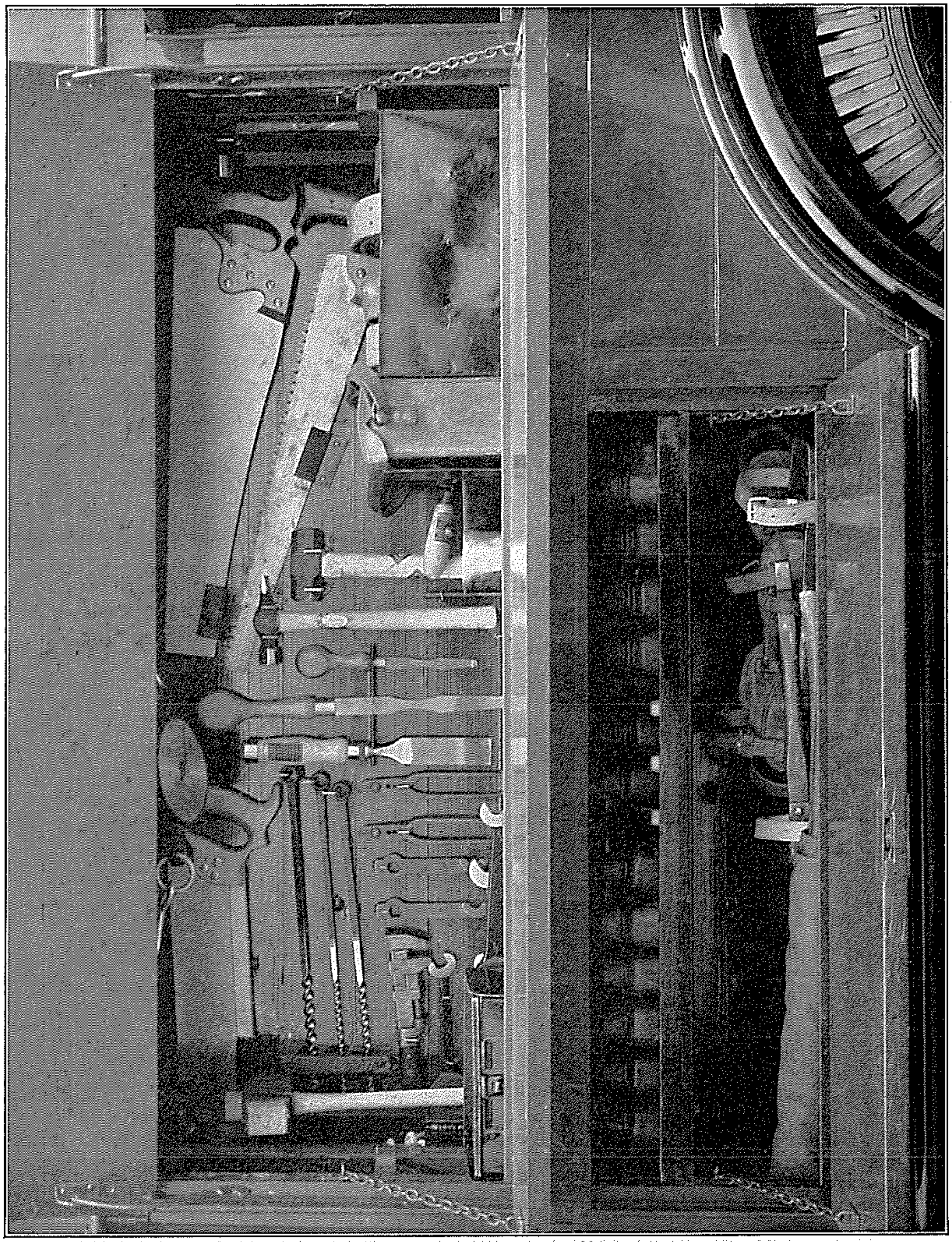


FIG. 10.—LOCKERS NOS. 1 and 3

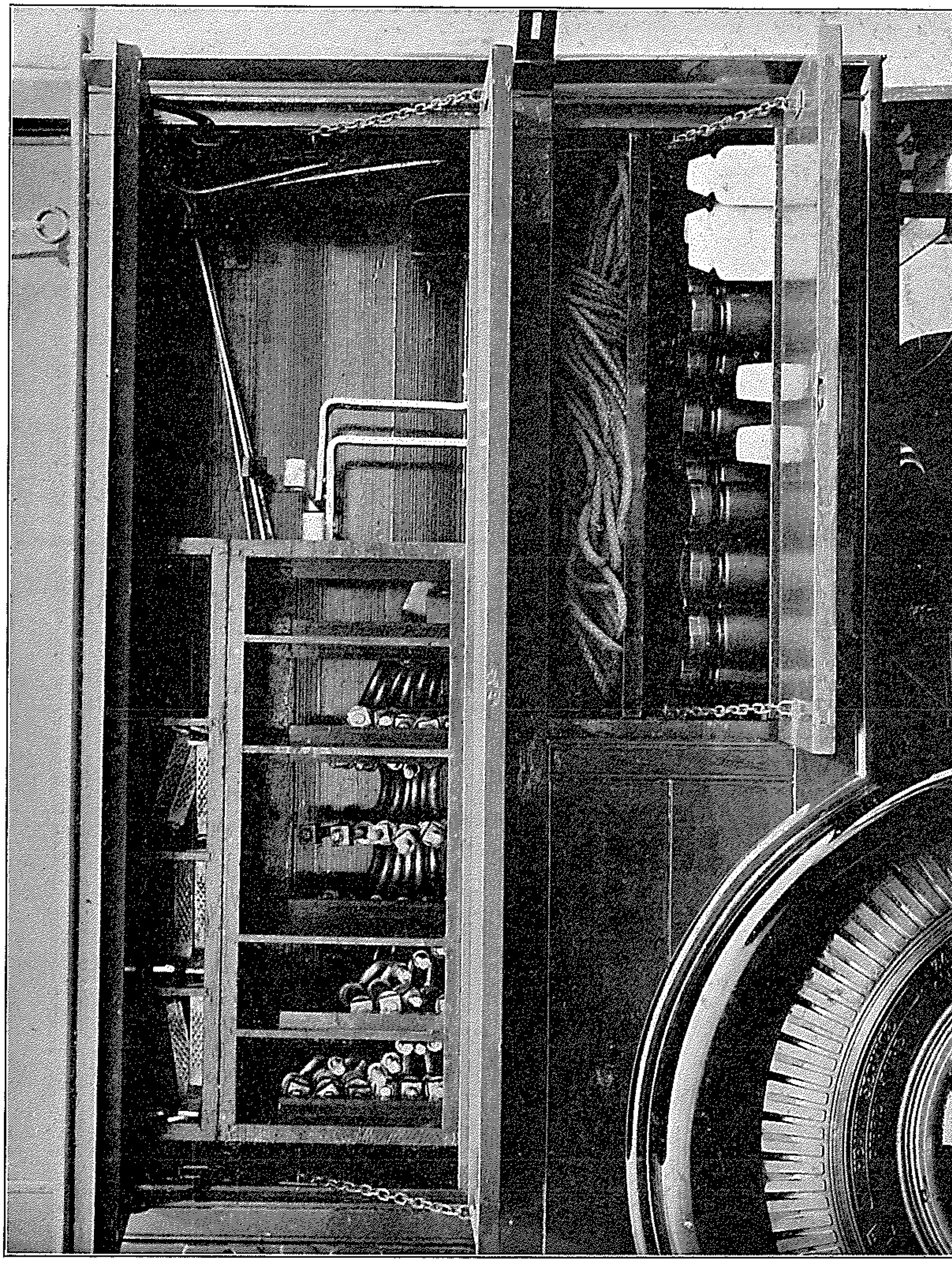


Fig. 11.—Lockers Nos. 2 and 4

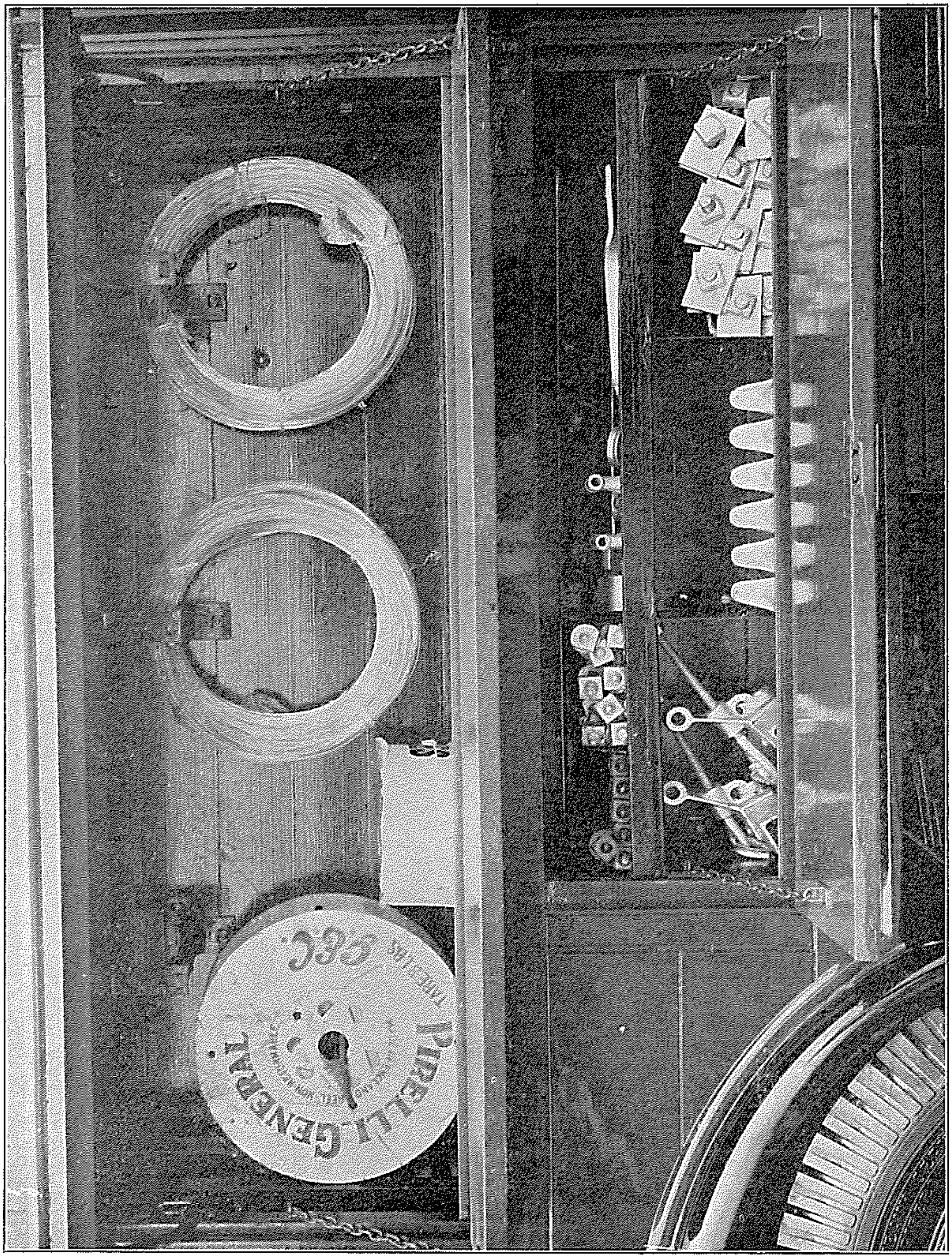


FIG. 12.—LOCKERS NOS. 6 AND 8

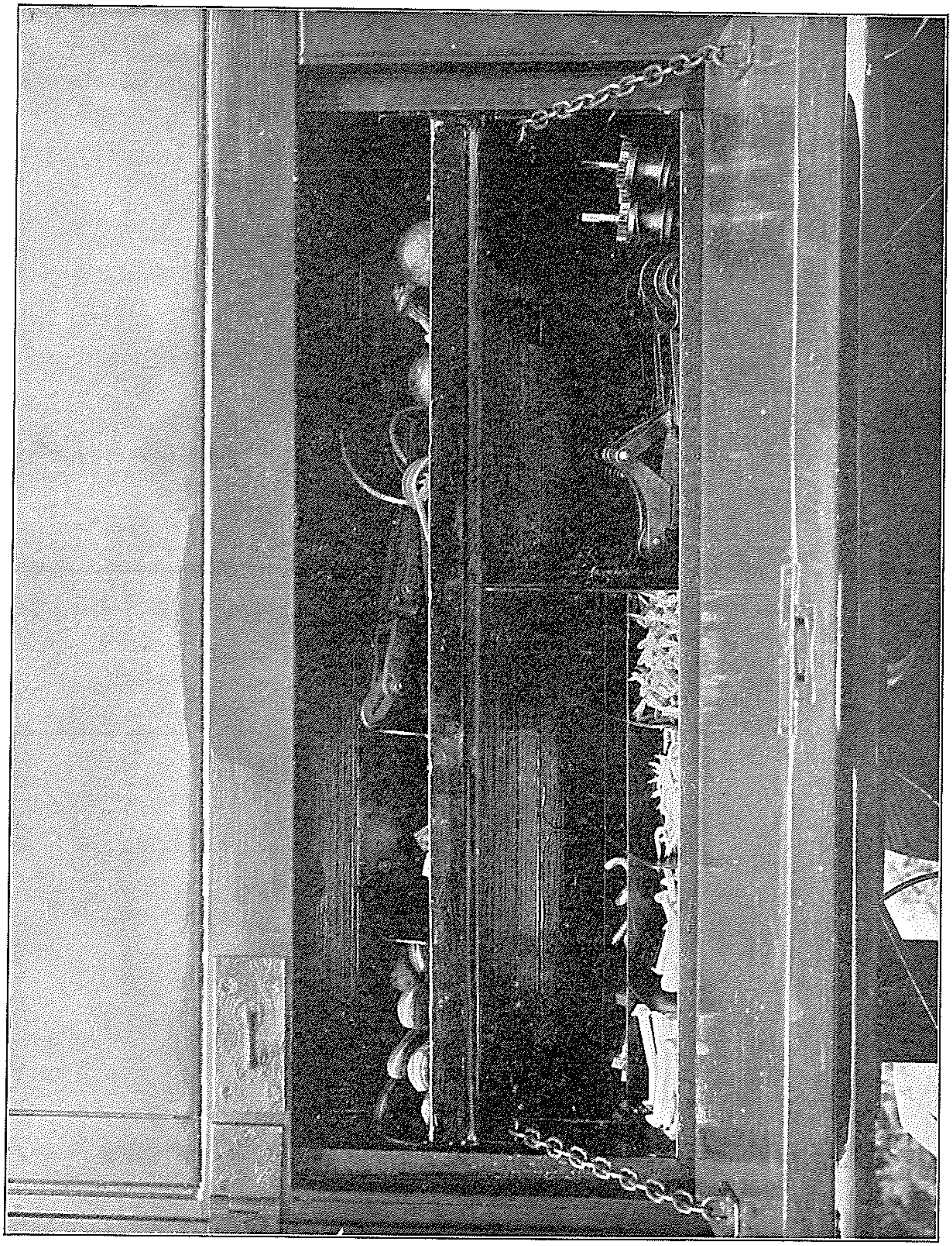


FIG. 13.—LOCKER NO. 7

Reference :—Hand Tools, E 1286
(Cn)

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