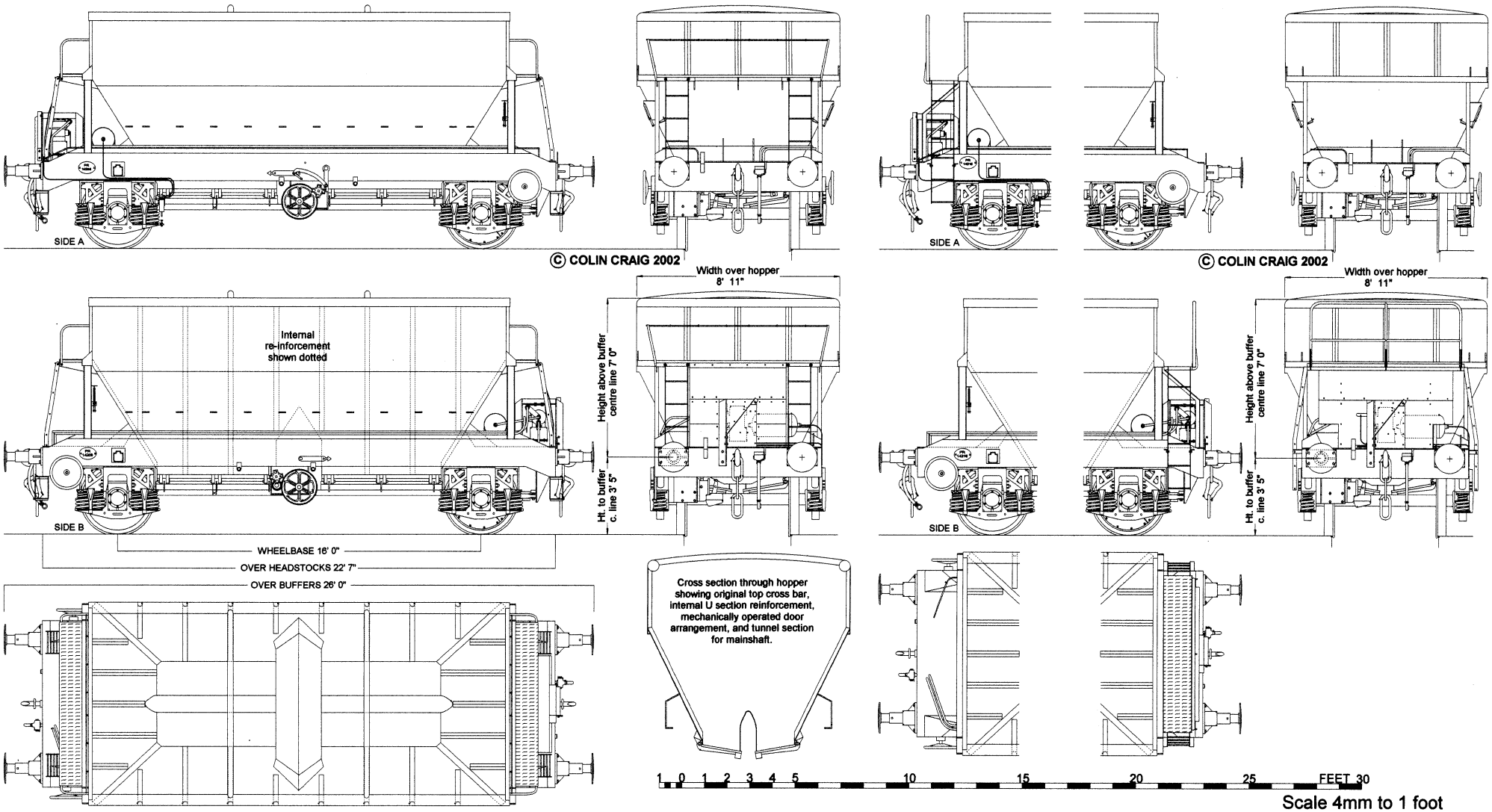
PGA Design Code PG003A

PR14201 - PR14208 (Access ladders and platforms at both ends)

PR14209 - PR14224 (Side access ladders and platform at one end)



Scale 4mm to 1 foot

Drawings performed on CAD by Colin Craig, using principal available dimensional data, measurements and photographs by Colin Craig, and photograghs by David Larkin, Huw Millington, and Kevin Bruce.

Notes:

Built by Charles Roberts, Wakefield in 1972. This design uses a plain external hopper, with the exception of the vertical end panels. Internal strengthening is with U shaped re-inforcement on the sides and V shaped on the ends. The outer end struts to the top of the solebar are vertical, as viewed from the sides and ends. There were two curved strengthening bars bridging the top opening; in use these rapidly became deformed, and were subsequently removed. The headstocks are deepened with the bottom line of the solebar dropping downwards at the ends. ESC suspension is fitted, with disc brakes on two wheels, positioned on diagonally opposed corners. The wheel operated handbrakes are connected to a single calliper. The handbrake wheels are offset horizontally with a gearbox for directional control. Lashing hooks for securing load sheets were only fitted to the first 8 wagons. Buffers are 20.5"(520mm) Oleo stepped shank with 16" heads. The air tank and brake distributor are located at the opposite end to the handbrake wheels, under the raised access platform; A protection cover was fitted as an early modification below the platform at this end only. On the first 8 wagons there were platforms at both ends, accessed with pairs of ladders over the headstocks and small side steps below solebar level; Subsequent wagons were built without platforms or ladders, but these were later modified to a single platform over the air tank and brake distributor, with full length side access ladders. The gears operating the bottom door mechanism are drawn with no protection covers; this was later modified on many wagons.