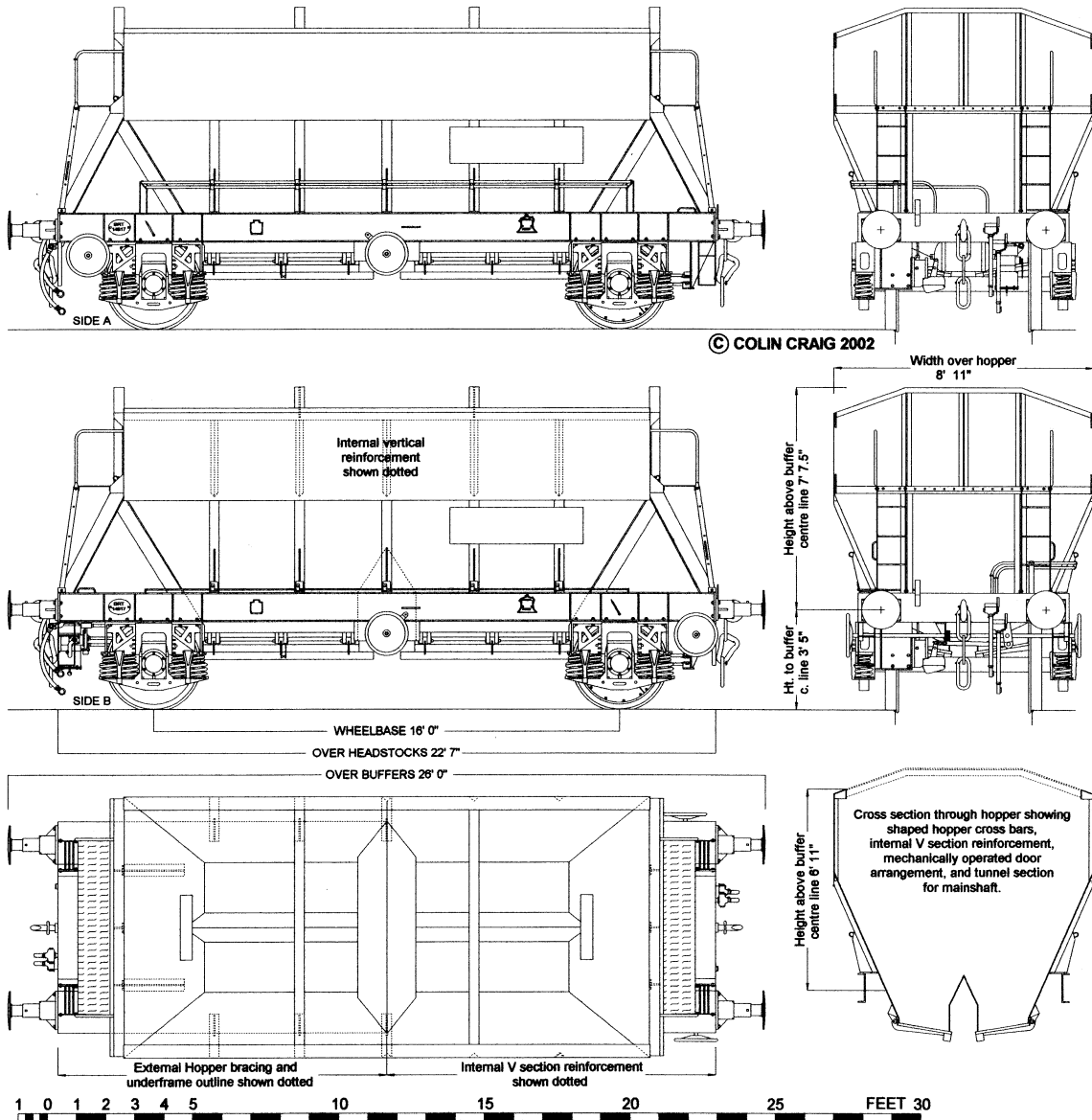


PGA Design Code PG005A

BRT14600 - BRT14654



Drawings performed on CAD by Colin Craig, using principal available dimensional data, measurements and photographs by Colin Craig on wagons converted to design code PG006B, and photographs by David Larkin.

Notes:

Built by Standard Wagon, Heywood in 1974.

There were five external side vertical support struts made up of inverted channel with additional strengthening fillets at the base. Internal reinforcement was with V section on the vertical sides. End support used substantial T section, which was also used on the raised cross-hopper strengthening.

ESC suspension was fitted, with disc brakes on two wheels, positioned on diagonally opposed corners. Originally, all wagons were built with two air pipe hoses, as shown on the drawing; most of the reservoir hoses were subsequently removed, but the pipe runs on the wagons generally left in place. The wheel operated handbrake was connected to a single calliper. The handbrake wheels were offset horizontally with a gearbox for directional control.

Buffers were 520mm Oleo stepped shank with 16" round heads

The air tank and brake distributor were mounted below and behind the headstock at the opposite end to the handbrake.

The end platforms had two access ladders above the headstocks, with steps below solebar level.

The bottom door mechanism was controlled with handwheels mounted centrally below the solebar.

BRT14600 - 627 were worked out of Peak Forest, and scrapped by 1992; the remaining wagons were converted to design code PG006B in the late 1980's, but were all stored out of use in 2002.