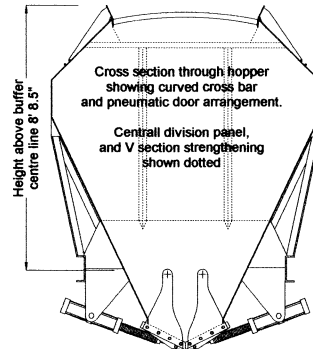
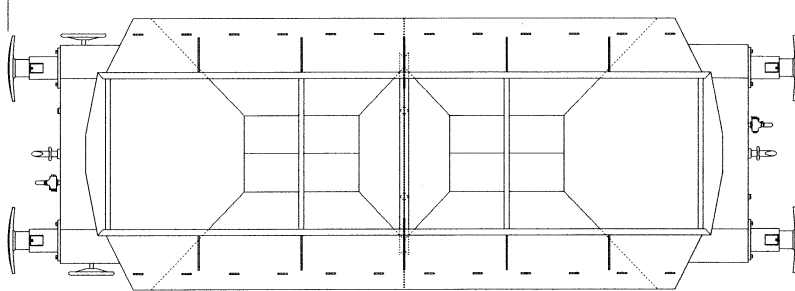
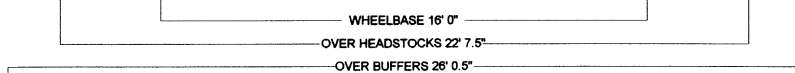
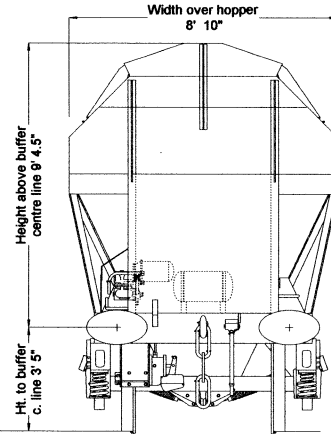
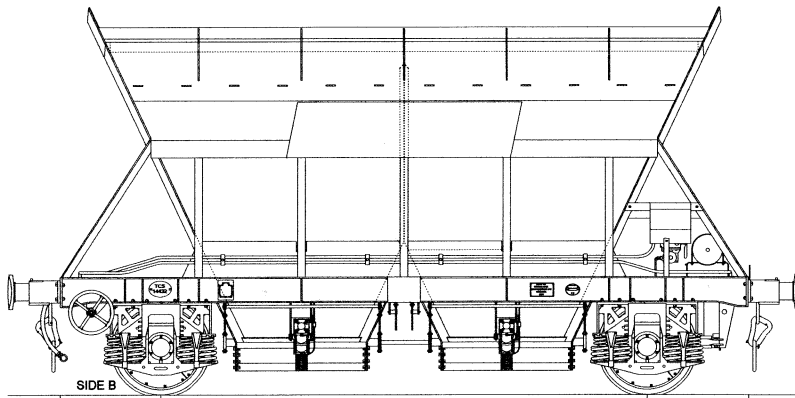
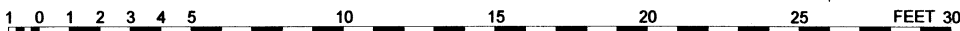
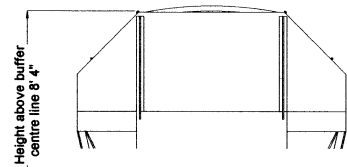
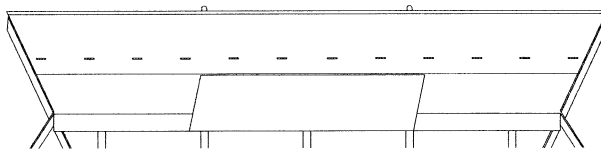


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**Original Hopper Top**



Scale 4mm to 1 foot

Drawings performed on CAD by Colin Craig, using principal available dimensional data, measurements and photographs by Colin Craig.

**Notes:**

Built by British Rail Engineering, Shildon in 1973.

This design was distinctive and it stands out from all the other PGA's; It is one of few designs built by BREL for the private sector, the only other PGA being Design code PG001A in 1970. It is significantly higher than any other PGA design, due to the small size of the bottom pneumatic doors, and the need to raise the height further, soon after the original construction; this, it is presumed, was to allow the full potential axle loading to be achieved. The main drawing shows the final state, with the original shown as an addendum.

The hoppers have a central divide, and these were retained throughout their working life.

ESC suspensionis fitted, with disc brakes on two wheels, positioned on diagonally opposed corners. The wheel operated handbrake is connected to a single calliper. The handbrake wheels are offset horizontally with a gearbox for directional control. Oleo stepped shank buffers with 16" round heads were originally fitted, but most wagons had these changed to parallel shank with 24" x 12" oval head as shown on the drawing; the use of parallel shank with 16" round heads has also been observed.

The outer stanchions were fitted with covers to deflect any spillages and provide protection for the air tank and Davies & Metcalfe brake distributor.