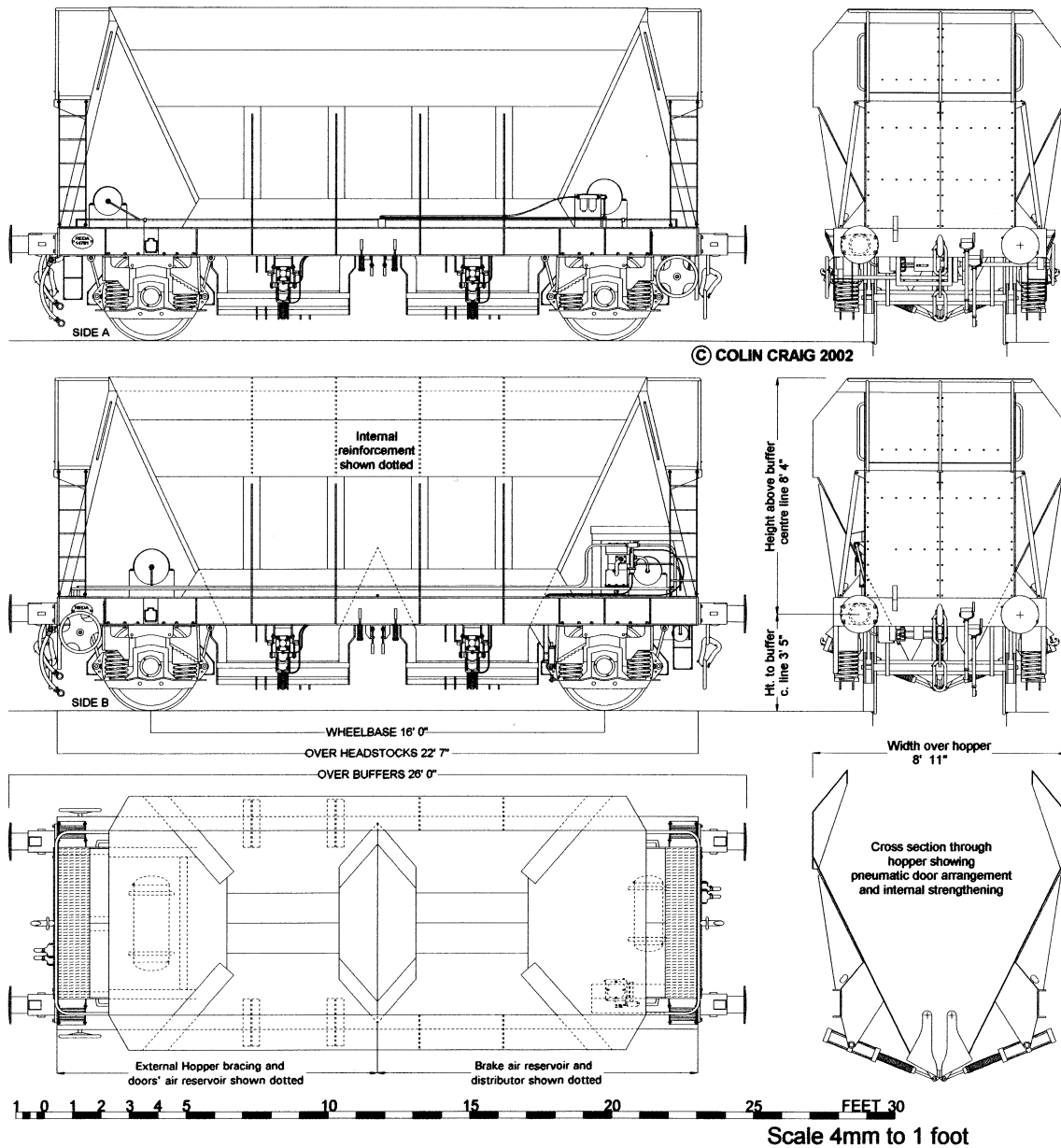


**PGA Design Code PG009B**

**REDA14781 - 14786**



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Drawings performed on CAD by Colin Craig, using principal available dimensional data, and photographs by Tim Horn, and Phil Eames.

**Notes:**

Built by Procor, Wakefield in 1984.

This design has a hopper with a pneumatic "clam door" arrangement also used on PG008A, 010B/C, 012A/B/C, and 0013G.

The bottom doors are shorter than the earlier Procor built 013G, due to the clearances required for the clasp brakes. The slope on the ends continues up to the full height, in a similar manner to design PG008A. The external side vertical support struts lack outer facings. Internal reinforcement is with triangular fillets on the vertical and upper sloping sides.

Gloucester pedestal suspension is fitted, with clasp brakes on four wheels, operated by two air cylinders: these are located under the left hand side of the headstocks. The wheel operated handbrake is connected to the brakes on the adjacent wheelset, with a protection frame under the headstock. The handbrake wheels are offset vertically with a gearbox for directional control.

Buffers are Oleo parallel shank with 16" round heads.

The outer end stanchions are diagonally straight down to the edge of the headstocks with covers to deflect any spillages, as well as providing protection for the brake air tank and brake distributor, and the pneumatic door reservoir tank (at the handbrake end).

The end platforms have a large central bracket, with the side access ladders providing support for the outer ends; the ladders are all above solebar level, with the provision of additional small steps below.

Livery was originally Redland light green with black underframe and red platforms, handrails and ladders.

This is currently being changed to white with black underframe since Redland was taken into the Lafarge Group.