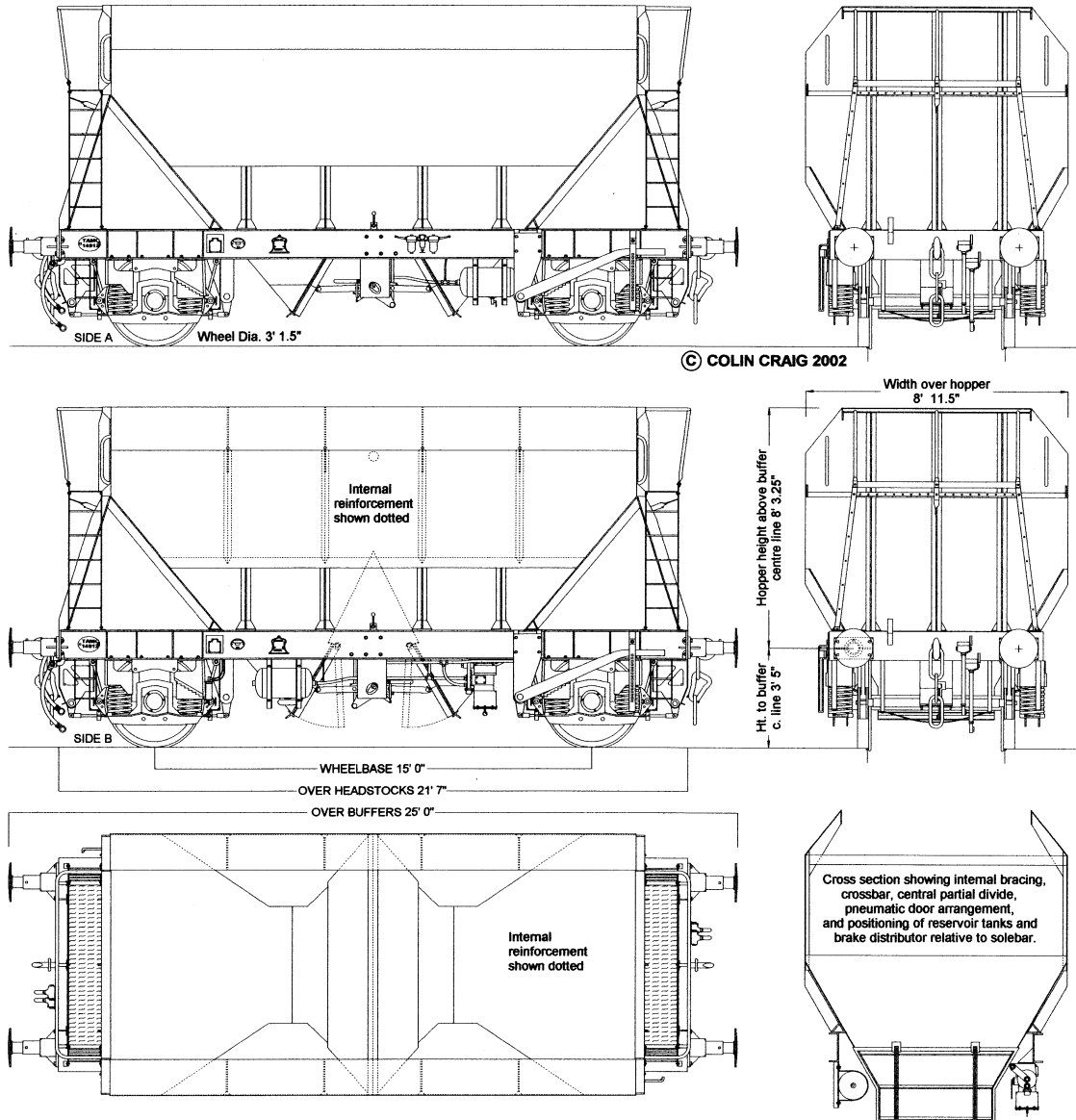
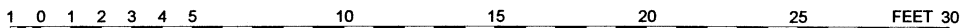


PGA Design Code 011B TAMC14900 - 14921.



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Scale 4mm to 1 foot

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

Notes:

Built by Standard Wagon, Heywood 1979 - 80, following a single prototype built in 1977 (RLS14705) under design code PG011A.

For the PGAs, this design has a unique pneumatic door arrangement which allowed the designed capacity to be achieved within a 25ft overall length, but at the expense of a shallower slope on the hopper ends. The two hopper doors are operated pneumatically, with manual release levers on each side; the two air cylinders are concealed in the central void above solebar level. The prototype had the two doors enclosed at the sides to give a single apparent opening.

The suspension is Gloucester pedestal, with clasp brakes. The air brake primary linkages are mounted on prominent boxes below, and behind each headstock, with the air cylinder concealed at the back. There are two independent handbrake levers, each operating on one adjacent wheelset.

Buffers are 20.5"(520mm) Oleo stepped shank with 16" heads.

The brake air tank and distributor are located below the solebar alongside the lower part of the hopper, and there is an additional air reservoir tank for the hopper doors in the same position on the other side. Two brake hoses are fitted with the reservoir system being also used for the hopper doors.

The end platforms are accessed with pairs of ladders above the solebars with small side steps below. The prototype differed in having a much smaller platforms with only single side-access ladders.

All, except the scrapped prototype, were still in store in 2002 after more than 10 years out of service.

The drawing is of design code PG011B, and does not show the many differences of the prototype PG011A.