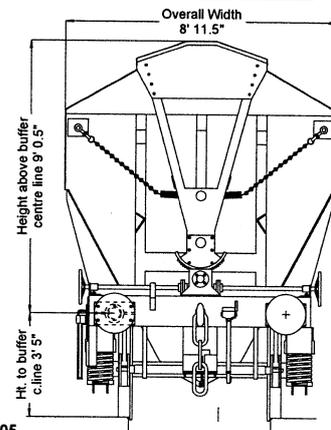
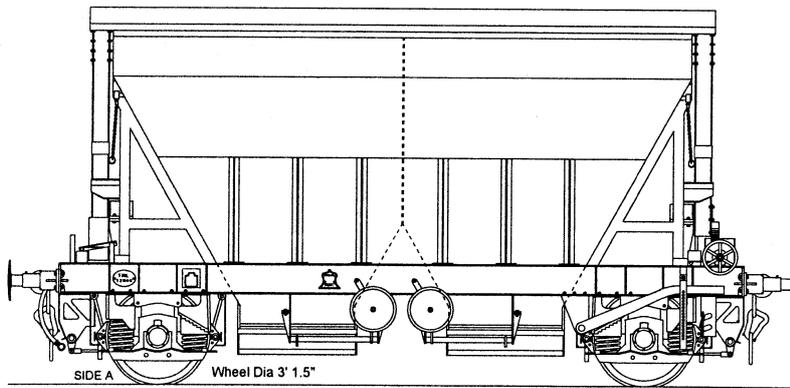
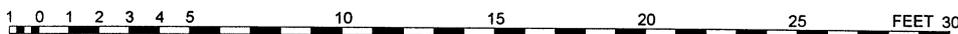
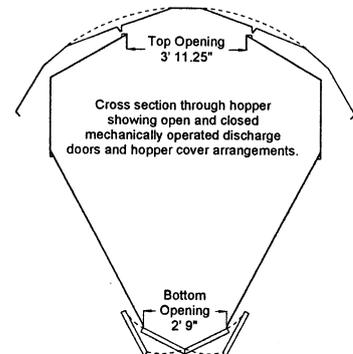
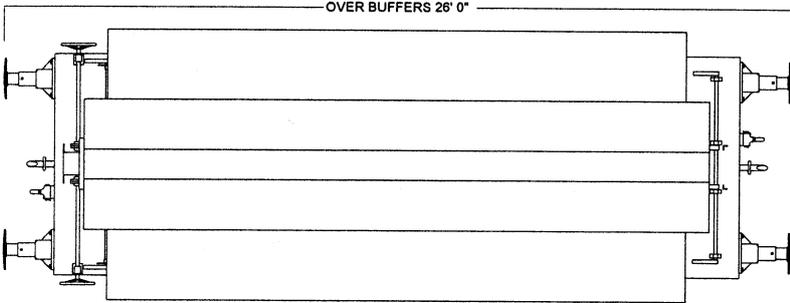
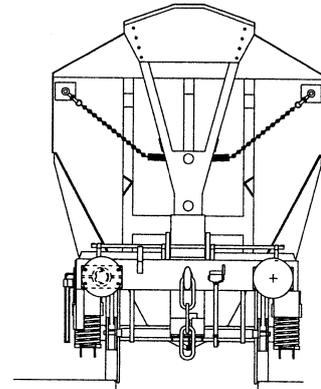
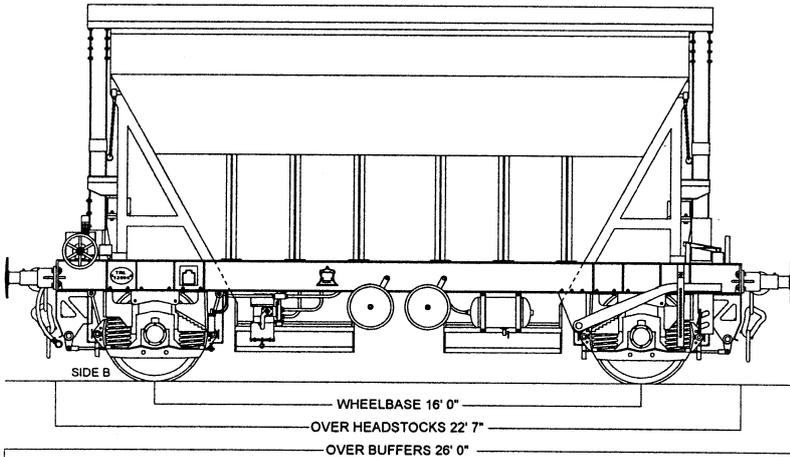


PAA China clay covered hopper Design Code PA010A

TRL 12800 - 12807



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Scale 4mm to 1 foot

Drawings performed on CAD by Colin Craig, using principal available weight diagram dimensional data, and photographs taken at Hereford in 1989.

This small batch of 8 wagons was built by Standard Wagon in 1982 for Tiger Rail Ltd, and leased to Tullis Russell papermakers for the transportation of powdered china clay from Cornwall to Auchmuty Mills. The design had to take into account the loading gauge and curvature restrictions on the branch from Markinch to Auchmuty Mills, as well as the ability to discharge the material cleanly. The suspension is Gloucester pedestal, with clasp brakes, and two independent handbrake levers. The under-frame is almost identical to that used on PGA design code PG012A built by the same manufacturer in 1978-80. The buffers are 20.5" (520mm) Oleo stepped shank with 16" heads. The Westinghouse brake distributor and air reservoir tank are clearly visible on the B side of the wagon below the under-frame. There are two 18" wheels (Red) in the centre of each side to control the opening of the hopper discharge doors. At one end of the wagon, above the under-frame, there are smaller 15" spoked wheels (Red), which control the opening of the pivoted top cover, to facilitate loading. The only visible alteration to these wagons, during their working lives, was the addition of locking bars at both ends of the wagons to prevent possible movement of the pivoted top cover in transit. Livery, mainly concealed under a fine layer of china clay, was Tiger Rail Blue with Black under-frame (TRL12800 had a Blue under-frame). All, except TRL12800, had the TRL logo on the left hand end on the vertical sides and a "vinyl" with Tullis Russell - logo - The Papermakers on the right hand end. TRL12800 had TIGER only in Yellow letters on the left of the sides. For such a small batch of wagons, these are well photographed, and some of the suitable references are listed.

The movement (typically 2 - 3 wagons) was on the British Rail Speedlink services, via Exeter, Bristol, Severn Tunnel, the Marches to Shrewsbury, Crewe, the West coast main line, and Mossend, and they could consequently be seen in company with a wide variety of other wagon types. There is some uncertainty of the exact date of withdrawal from use, but probably with the demise of the Speedlink services in the early 1990's. Six of the wagons are still on the TOP's register (2005), all at Mossend, and five of these are recorded at P. D. Stirling being used for China Clay storage in 2002.

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