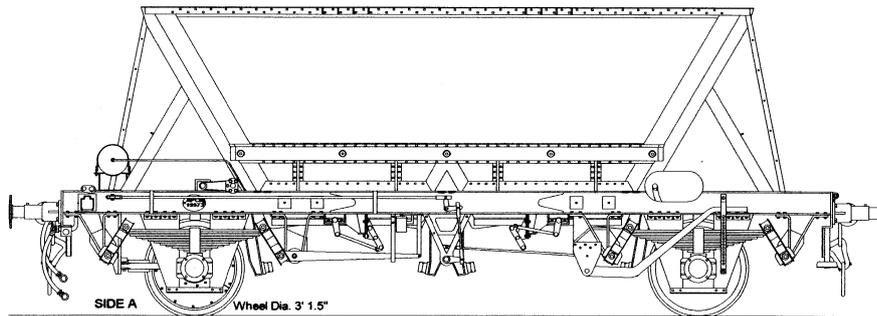
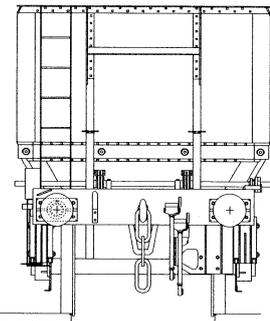


**PGA Design Code PG001A**

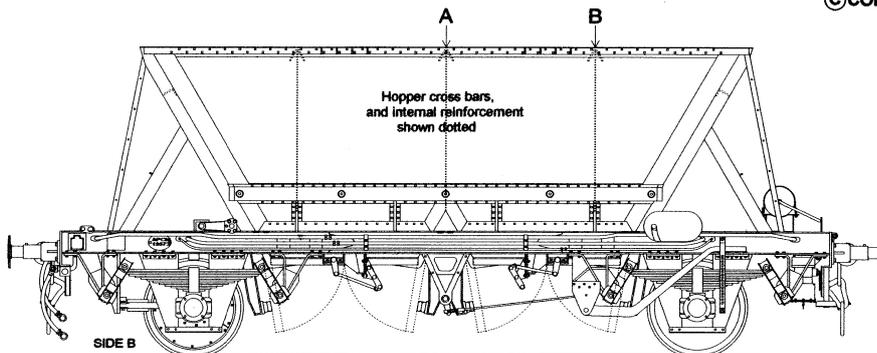
**APCM19551 - 19589**



SIDE A Wheel Dia. 3' 1.5"

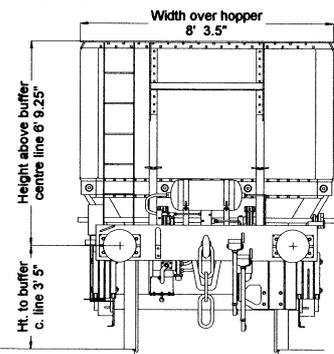


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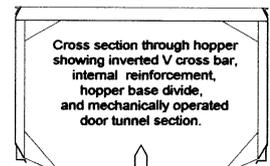
SIDE B

Hopper cross bars,  
and internal reinforcement  
shown dotted



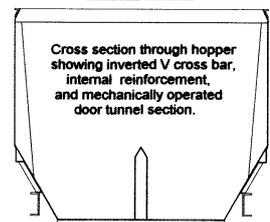
WHEELBASE 16' 6"  
OVER HEADSTOCKS 25' 3"  
OVER BUFFERS 28' 8"

Section at A

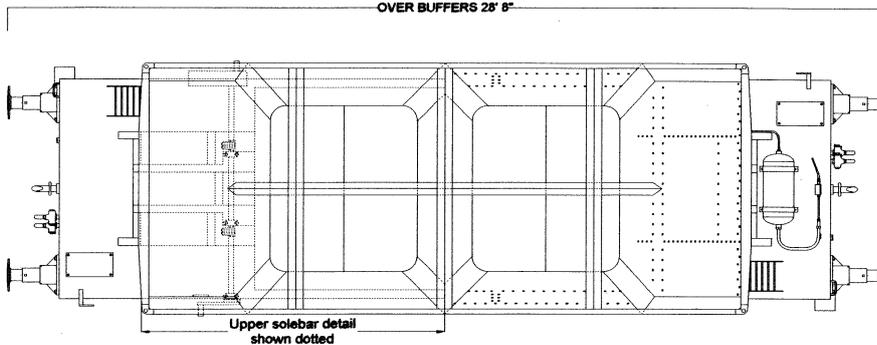


Cross section through hopper  
showing inverted V cross bar,  
internal reinforcement,  
hopper base divide,  
and mechanically operated  
door tunnel section.

Section at B



Cross section through hopper  
showing inverted V cross bar,  
internal reinforcement,  
and mechanically operated  
door tunnel section.



Upper solebar detail  
shown dotted

1 0 1 2 3 4 5 10 15 20 25 FEET 30

Scale 4mm to 1 foot

Drawings performed on CAD by Colin Craig, using principal available dimensional data, and photographs by Paul Wade, and David Larkin.

**Notes:**

Built by BREL, Shildon in 1970.

This design shows visible similarities to the HAA MGR wagons, and for this reason was sometimes referred to as a "Mini MGR". With the exception of the hopper cradle, top lip, and door opening mechanism, there were few detail duplications. Unique to the PGA's the hopper body was of welded alloy construction. There were three large inverted V strengthening bars bridging the top opening, but, later in life, some were seen to have been removed and replaced by the same number of tubular bars further inside the opening.

The suspension was FAT10 BR single long link, with disc brakes on two wheels, positioned on diagonally opposed corners. The lever operated handbrakes were connected to a single calliper. The handbrake levers were connected through a common central shaft. Buffers are 520mm Oleo stepped shank with 13" diameter heads.

The air reservoir was mounted above the solebar at one end, with the brake distributor located below, and behind, the headstock.

The last 17 wagons (APCM19573 - 89) were fitted with ladders, solebar mounted steps, and headstock mounted grab handles at each end; sheeting hooks were fitted on the upper solebar edges and end stanchions, and the hopper opening had rounded corner pieces to prevent damaging any sheeting during use.

The fleet was originally registered to BRT but was later taken into APCM ownership.

The drawing is of a ladder-fitted wagon (APCM19573 - 89); the earlier wagons require removal of the ladders, solebar steps, grab handles, sheeting hooks (Difficult to see on the upper solebar), and rounded corner pieces on the hopper opening. Two brake hoses are shown; the reservoir hoses were removed during their working lifespan, but the associated pipework left in situ. All were scrapped in the early 1990's.