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Scale 4mm to 1 foot

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

Notes:

Built by Procor, Wakefield in 1974.

This design was the first PGA to use Gloucester suspension and originally had the unusual feature of a full height hopper central divide, although this was later removed, along with the curved top cross bars.

The external side vertical support struts have outer facings. Internal reinforcement is with V section on the vertical sides and rectangular section on the vertical ends.

There are 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. Buffers are 520mm Oleo stepped shank with 16" round heads.

The first eight wagons were built with platforms at both ends, accessed with pairs of ladders over the headstocks; these wagons also had sheeting hooks on both sides and ends. Subsequent wagons were built without platforms, or sheeting hooks, but these were all later fitted with a single platform at the non brakewheel end, with full length side access ladders; there were two different designs of support for the platform, either a single central bracket, or four brackets dependent on when and the addition was made.

The brake air tank and distributor are positioned above the solebar at the handbrake end, protected by a covering plate between the outer support stanchions. Originally all wagons were built with 2 air pipe hoses; the reservoir hoses were subsequently removed, but the redundant pipe runs on the wagons generally left in place.

The gears operating the bottom door mechanism have only partial protection covers.

The drawings on page 1 show the first 8 wagons in an "as built" condition.

Those on page 2 show the other wagons in their present state (2002), with all of the changes described above; the main drawing shows a wagon with four brackets supporting the single raised platform, and an addendum for the single central bracket type. Examples of wagon numbers observed for each type are identified.