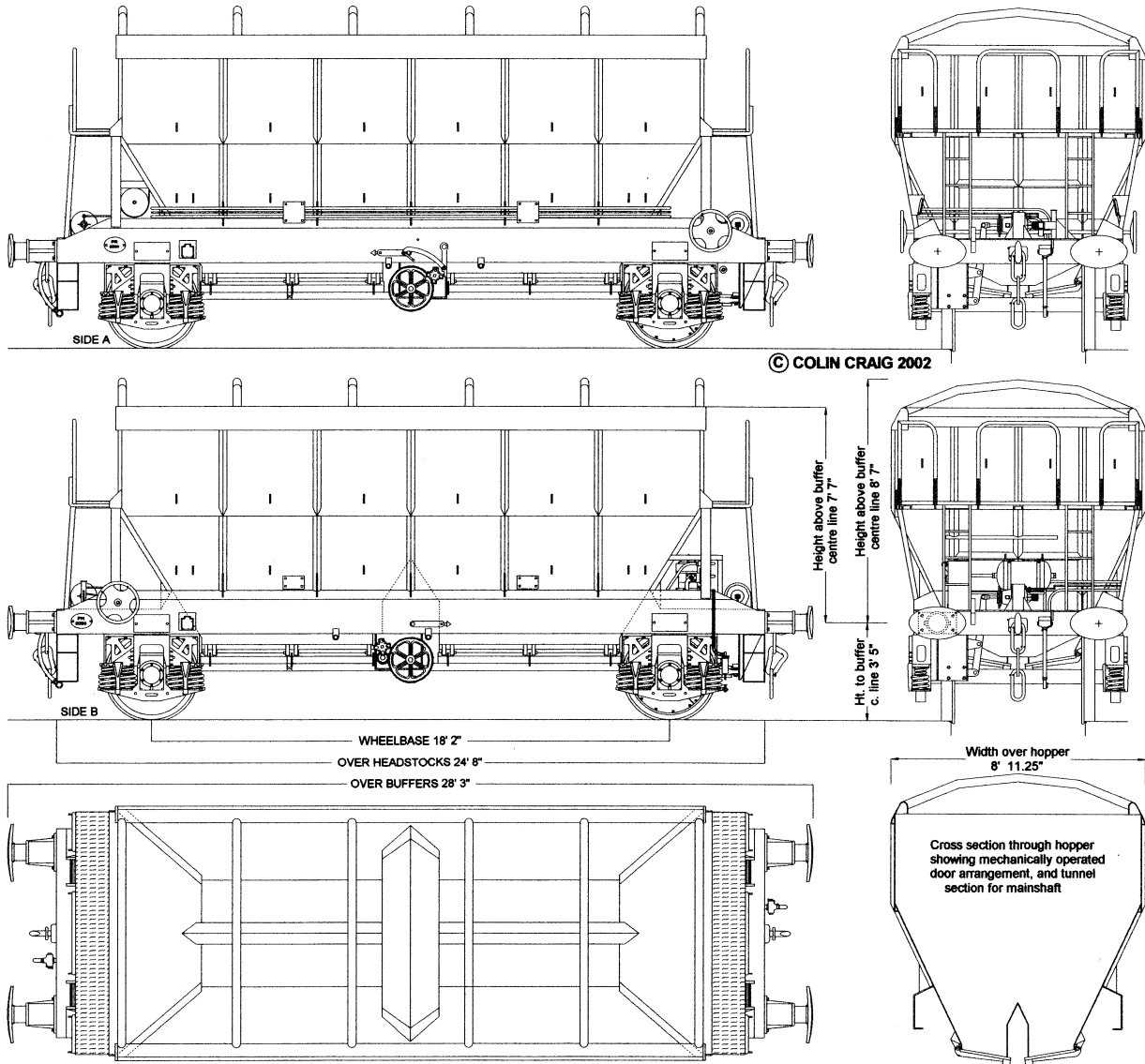


PGA Design Code PR007B PR8256 - PR8300, and PR8901 - PR8918



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, measurements and photographs by Colin Craig on wagons converted to Gunnells, and photographs by Phil Eames, Huw Millington, and Lee Davis.

Notes:

Built by Procor, Wakefield in 1975.

This design has a 28ft 3in overall length and external V reinforcement on all hopper panels. Originally designed for salt traffic, the inside of the hopper is free of reinforcement which might retain this corrosive material. ESC suspension was fitted, with disc brakes on two wheels, positioned on diagonally opposed corners, and with the unusual arrangement of the air cylinders mounted above the solebar. The wheel operated handbrake is connected to a single calliper. The handbrake wheels are offset horizontally with a gearbox for directional control.

Buffers are 20.5" (520mm) Oleo ribbed shank with 14" x 24" oval heads. Some wagons later received 20.5" (520mm) stepped shank Oleo buffers with 16" round heads.

Additional cross-supports for the hopper, and lashing hooks were fitted to allow loads to be sheeted. The cross-supports appear to have been "lost" by the time these wagons were used for stone traffic.

The air tank and brake distributor are located at the opposite end to the handbrake wheels.

The end platforms are accessed with pairs of ladders over the headstocks and small side steps below solebar level.

The gears operating the bottom door mechanism have no protection covers.