PRIVATE OWNER WAGONS

(VOLUME 1)

LISTS ALL PRIVATELY OWNED WAGONS AUTHORISED TO RUN ON BRITISH RAIL OF TOPS TYPES PAA-PHA & PJA-PXX

Metro

FreightCar America, Ex. 1024
IPR Petition - USP 8,132,515

PRIVATE OWNER WAGONS

(VOLUME 1)

TOPS TYPES PAA-PHA & PJA-PXX

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SECTION 1 - NOTES & INTRODUCTION

This book is designed to give details of all Privately Owned wagons (but not including tank wagons or those given 12 figure RIV numbers) registed to run on British Rail (BR).

NUMBERING SYSTEM

All Privately Owned vehicles registered to run on BR have numbers allocated under the BR Total Operations Processing System (TOPS), which was introduced in 1972. Before the introduction of TOPS there was no standard numbering system of Private Owner wagons, with over twenty companies having a wagon numbered 1 , 01 or 001. After the introduction of TOPS all the Private Owner wagons were numbered into the series 1000 to 99999. Each owning company was given a one to four letter prefix code which is carried before the number. Details of company prefix letters can be found listed inside the front cover.

Until recently the number range 30000 to 89999 was reserved for tanker wagons. However, due to shortages of number sequences in the non tank series, several batches of recently built wagons have been numbered into the erstwhile tanker series.

Many of the wagons allocated TOPS numbers were withdrawn before they were applied and hundreds more have been withdrawn since. As once used numbers are not currently reissued, all new vehicles have to be slotted into the gaps which still remain available. No doubt in the future some numbers will eventually be reissued as the supply of unissued numbers becomes exhausted.

BRAKES

Most modern Privately Owned wagons are air braked and have been built to replace older BR owned vacuum braked or unfitted wagons. Many of the new wagons were built with through vacuum brake pipes to allow operation in vacuum braked trains. However, with the introduction of more air braked services and the Speedlink network of services, most of these through vaccuum pipes have now been removed. The type of brake equipment currently fitted to each wagon is given in the heading to each group of wagons by reference to the third letter of the TOPS code given on the far left of the heading. A list of relevant TOPS brake type codes appears on the inside back cover.

DESIGN CODES

This is a six character code used by BR to describe precisely each type of vehicle. The first two characters are letters to describe the use of the of the wagon and are also the first two letters of the three letter TOPS code carried on the wagon. A list of relevant codes to this book is given on the inside back cover. The following three characters indicate a reference number of the specific design to which the wagon has been built. These start at 001 as the first issued code and work upwards. The final character is a letter indicating detail differences between wagons built to an otherwise common design. These letters start at A as the first issued code and work upwards.

WEIGHTS

All are given in metric tonnes. The maximum axle load permitted on BR is 25.5 tonnes, so the maximum gross weight for a two axle wagon is 51 tonnes and for a four axle bogie wagon 102 tonnes.

Tare Weight:- this is the weight of an empty wagon given to the nearest 10 kg.

Gross Laden Weight (GLW):- This is the maximum permitted weight of a wagon and its cargo, to keep it within the axle load limit or within the limit of its suspension.

The carrying capacity of any wagon is the Gross Laden Weight minus the Tare weight.

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MAXIMUM SPEED

Is given in Miles Per Hour (mph), this regulates the type of train into which a vehicle can be formed. No train is permitted to run any faster than the maximum speed restriction of the slowest wagon in the train. Due to the characteristics of the type of suspension fitted, some wagons are allowed to run at faster speeds when loaded, whilst others are permitted to run faster when empty.

Class 4 trains are permitted to run at between 61 and 75 mph.
Class 6 trains are permitted to run at between 46 and 60 mph.
Class 7 trains are permitted to run at between 36 and 45 mph.
Class 8 trains are permitted to run at up to 35 mph.
Class 9 trains are permitted to run at up to 25 mph if running with loco brakes only, or at up to 35 mph if the train is partially brake equipped.

LENGTH

Is given in Millimeters (mm) and also Feet and Inches, the dimensions given being the overall length over buffers/couplings.

BOGIE AND SUSPENSION TYPES

The type of of running gear fitted to each type of wagon is given in the heading for each group of wagon.

ACKNOWLEDGEMENTS

As information on privately owned vehicles is not available from BR sources, the author would like to thank the many wagon owners, builders, hirers and enthusiasts who have provided information to assist in the compilation of this volume.

In particular my thanks to the following companies for providing much of the information and drawings used in this book:.

Standard Railway Wagon, Heywood.
Procor UK Ltd, Wakefield.
Powell Duffryn, Cardiff.
Tiphook Rail PLC, London.
Caib UK Ltd, Woking.

Any further information and constructive comment is welcomed and should be sent to the author at the publishers address shown on the title page.

SECTION 2 - WAGON DETAILS

2100 ENGINEERS WAGON PXV

Design Code: PX034A.
Builder: BR, Lancing, 1954.
Tare Weight: 22.40 t. **Gross Laden Weight:** 64.9 t.
Maximum Speed: 60 mph. **Length:** 16890 mm. (56 ft. 5 in.)
Bogie Type: Secondary Coil.
Notes: Transferred to private ownership in 1984. Used on permanent way duties at Immingham Docks.

ABP 2100 (B927624)

3000-3007 BOGIE SCRAP PXA

Design Code: PX030C, *PX030B.
Builder: Procor, Wakefield, 1974-75.
Tare Weight: 33.00 t. **Gross Laden Weight:** 102.00 t.
Maximum Speed: 60 mph. **Length:** 16764 mm. (55 ft.)
Bogie Type: Gloucester Clasp Mk. II
Notes: On Hire to Sheerness Steel. Work between Sheerness & various scrapyards.

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BIS 7825	BIS 7829	BIS 7833	BIS 7836	BIS 7839	BIS 7842
BIS 7826	BIS 7830	BIS 7834	BIS 7837	BIS 7840	BIS 7843
BIS 7827	BIS 7831	BIS 7835	BIS 7838	BIS 7841	BIS 7844
BIS 7828	BIS 7832				

7950-7960 2 AXLE SAND PAA

Design Code: PG018B.
Builder: W.H. Davis, Langwith Junction, 1981-82.
Tare Weight: 13.55 t. **Gross Laden Weight:** 51.00 t.
Maximum Speed: 60 mph. **Length:** 7920 mm. (26 ft.)
Suspension: Gloucester Floating Axle.
Notes: Work between Holmethorpe and Warrington.

BIS 7950	BIS 7952	BIS 7954	BIS 7956	BIS 7958	BIS 7960
BIS 7951	BIS 7953	BIS 7955	BIS 7957	BIS 7959	

7961-7970 2 AXLE SAND PAA

Design Code: PA012A.
Builder: W.H. Davis, Langwith Junction, 1981-82.
Tare Weight: 13.55 t. **Gross Laden Weight:** 51.00 t.
Maximum Speed: 60 mph. **Length:** 7920 mm. (26 ft.)
Suspension: Gloucester Floating Axle.
Notes: Work between Middleton Towers and Cudworth.

BIS 7961	BIS 7963	BIS 7965	BIS 7967	BIS 7969	BIS 7970
BIS 7962	BIS 7964	BIS 7966	BIS 7968		

7971-7984 2 AXLE SAND PAA

Design Code: PA012B.
Builder: Standard Wagon, Heywood, 1981.
Tare Weight: 13.55 t. **Gross Laden Weight:** 51.00 t.
Maximum Speed: 60 mph. **Length:** 7920 mm. (26 ft.)
Suspension: Gloucester Pedestal.
Notes: Work between Middleton Towers and Cudworth.

BIS 7971	BIS 7974	BIS 7977	BIS 7979	BIS 7981	BIS 7983
BIS 7972	BIS 7975	BIS 7978	BIS 7980	BIS 7982	BIS 7984
BIS 7973	BIS 7976				

7985-7989 2 AXLE SAND PGA

Design Code: PG018B.
Builder: Standard Wagon, Heywood, 1981.
Tare Weight: 13.55 t. **Gross Laden Weight:** 51.00 t.
Maximum Speed: 60 mph. **Length:** 7920 mm. (26 ft.)
Suspension: Gloucester Pedestal.
Notes: Work between Holmethorpe and Warrington.

BIS 7985	BIS 7986	BIS 7987	BIS 7988	BIS 7989

8000-8049 2 AXLE LIME PAB

Design Code: PA005B.
Builder: Standard Wagon, Heywood, 1971.
Tare Weight: 13.20 t. **Gross Laden Weight:** 46.00 t.
Maximum Speed: 60 mph. **Length:** 9144 mm. (30 ft.)
Suspension: FAT 4 UIC Double Link.
Notes: On hire to Steetley. Work between Thrislington and Hartlepool. 32 vehicles are currently stored.

PR 8000	PR 8004	PR 8008	PR 8012	PR 8016	PR 8020
PR 8001	PR 8005	PR 8009	PR 8013	PR 8017	PR 8021
PR 8002	PR 8006	PR 8010	PR 8014	PR 8018	PR 8022
PR 8003	PR 8007	PR 8011	PR 8015	PR 8019	PR 8023

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PR 8024	PR 8029	PR 8034	PR 8038	PR 8042	PR 8046
PR 8025	PR 8030	PR 8035	PR 8039	PR 8043	PR 8047
PR 8026	PR 8031	PR 8036	PR 8040	PR 8044	PR 8048
PR 8027	PR 8032	PR 8037	PR 8041	PR 8045	PR 8049
PR 8028	PR 8033				

8050-8118 2 AXLE LIME PAA

Design Code: PA005A.
Builder: Standard Wagon, Heywood, 1972-73.
Tare Weight: 12.70 t. **Gross Laden Weight:** 46.00 t.
Maximum Speed: 60 mph. **Length:** 9144 mm. (30 ft.)
Suspension: BSC Friction Pedestal.
Notes: On hire to British Steel Teesside. Work between Shap Quarry and Lackenby.

BRT 8050	BRT 8062	BRT 8074	BRT 8086	BRT 8097	BRT 8108
BRT 8051	BRT 8063	BRT 8075	BRT 8087	BRT 8098	BRT 8109
BRT 8052	BRT 8064	BRT 8076	BRT 8088	BRT 8099	BRT 8110
BRT 8053	BRT 8065	BRT 8077	BRT 8089	BRT 8100	BRT 8111
BRT 8054	BRT 8066	BRT 8078	BRT 8090	BRT 8101	BRT 8112
BRT 8055	BRT 8067	BRT 8079	BRT 8091	BRT 8102	BRT 8113
BRT 8056	BRT 8068	BRT 8080	BRT 8092	BRT 8103	BRT 8114
BRT 8057	BRT 8069	BRT 8081	BRT 8093	BRT 8104	BRT 8115
BRT 8058	BRT 8070	BRT 8082	BRT 8094	BRT 8105	BRT 8116
BRT 8059	BRT 8071	BRT 8083	BRT 8095	BRT 8106	BRT 8117
BRT 8060	BRT 8072	BRT 8084	BRT 8096	BRT 8107	BRT 8118
BRT 8061	BRT 8073	BRT 8085			

8150-8199 2 AXLE LIME PAA

Design Code: PA008A, *PA008B.
Builder: BREL, Ashford, 1975.
Tare Weight: 13.70 t. **Gross Laden Weight:** 51.00 t.
Maximum Speed: 60 mph. **Length:** 9448 mm. (31 ft.)
Suspension: BSC Friction Pedestal.
Notes: Work between Hardendale and Ravenscraig.

BSGL 8150	BSGL 8159	BSGL 8168	BSGL 8176	BSGL 8184	BSGL 8192
BSGL 8151	BSGL 8160	BSGL 8169	BSGL 8177	BSGL 8185	BSGL 8193
BSGL 8152	BSGL 8161*	BSGL 8170	BSGL 8178	BSGL 8186	BSGL 8194
BSGL 8153	BSGL 8162	BSGL 8171	BSGL 8179	BSGL 8187	BSGL 8195
BSGL 8154	BSGL 8163	BSGL 8172	BSGL 8180	BSGL 8188	BSGL 8196
BSGL 8155	BSGL 8164	BSGL 8173	BSGL 8181	BSGL 8189	BSGL 8197
BSGL 8156	BSGL 8165	BSGL 8174	BSGL 8182	BSGL 8190	BSGL 8198
BSGL 8157	BSGL 8166	BSGL 8175	BSGL 8183	BSGL 8191	BSGL 8199
BSGL 8158	BSGL 8167				

8204-8253 2 AXLE AGGREGATE PGA

Design Code: PG002D.
Builder: Standard Wagon, Heywood, 1971.
Tare Weight: 12.60 t. **Gross Laden Weight:** 46.00 t.
Maximum Speed: 60 mph. **Length:** 9144 mm. (30 ft.)
Suspension: FAT Double Link, Taperleaf.
Notes: On hire to Peakstone or Stirling Group (PR 8212, 8242 & 8245). Work between Peak Forest and Salford (Peakstone) or Newton Abbot and Mossend (Stirling).

PR 8204	PR 8213	PR 8223	PR 8229	PR 8235	PR 8245
PR 8208	PR 8214	PR 8224	PR 8230	PR 8239	PR 8246
PR 8209	PR 8218	PR 8226	PR 8232	PR 8240	PR 8251
PR 8210	PR 8219	PR 8227	PR 8234	PR 8242	PR 8253
PR 8212	PR 8220	PR 8228			

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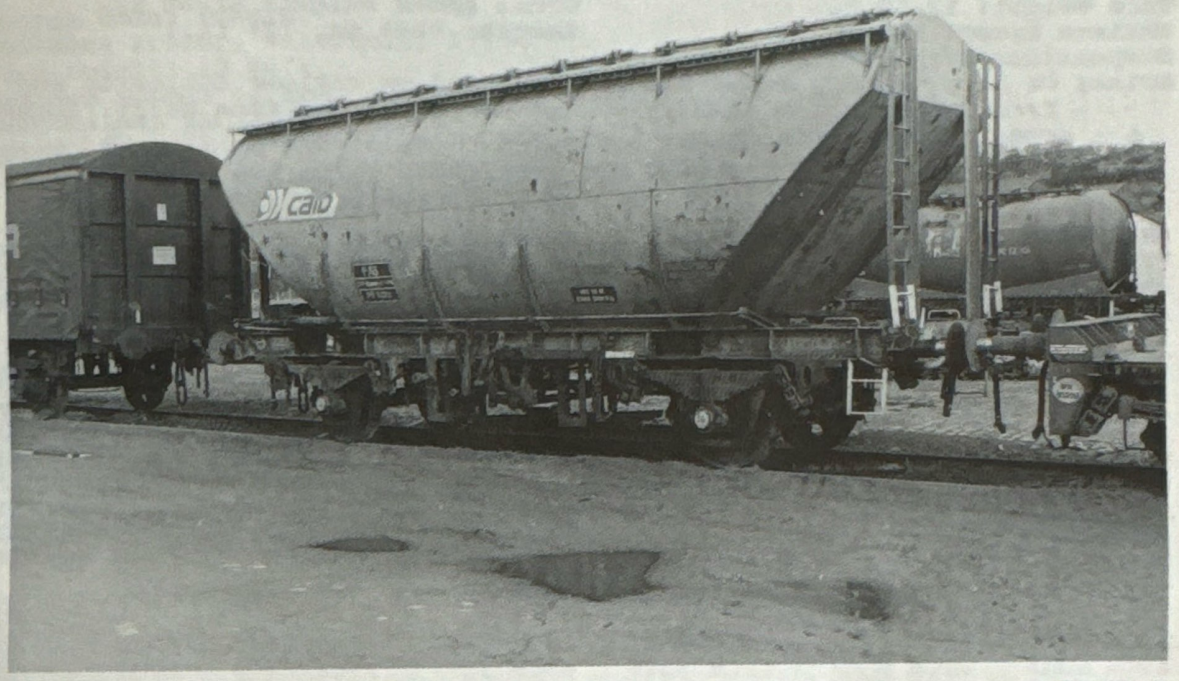
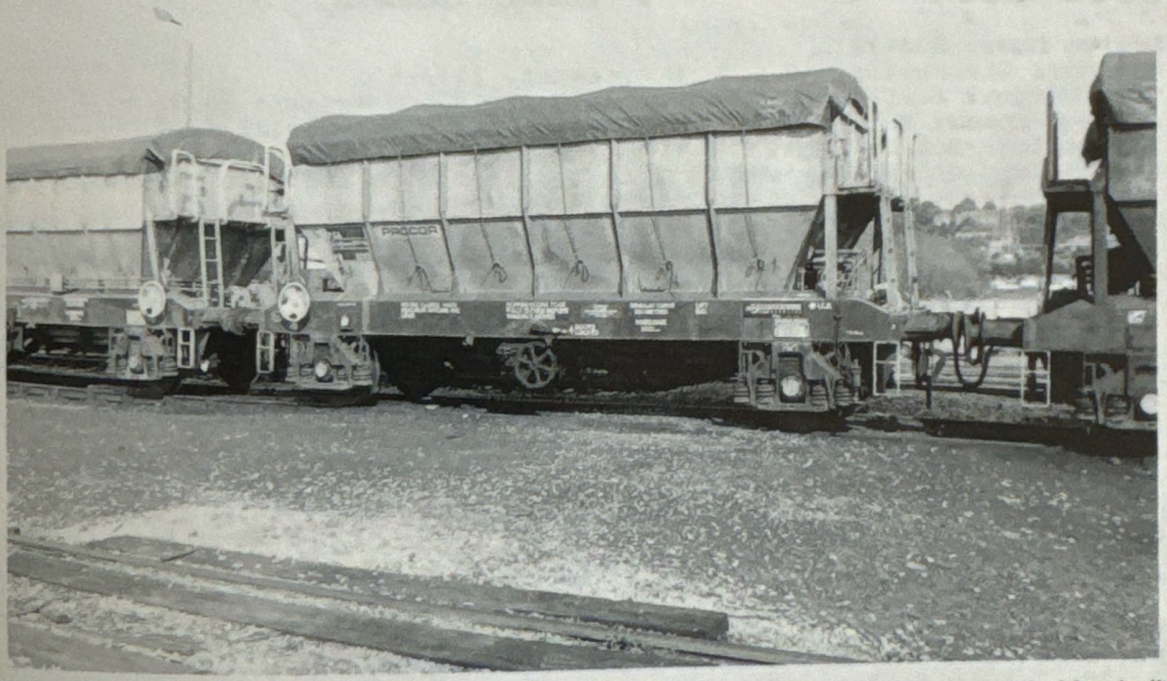


PAB PR 8019 (Des. Code PA005B) at Storrs Hill, Wakefield 19.02.89. (A. Marshall)



PGA PR 8282 (Des. Code PG007B) at ICI Runcorn 07.09.88. (A. Marshall)

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8256-8300 2 AXLE AGGREGATE/SALT PGA

Design Code: PG007B.
Builder: Procor, Wakefield, 1975.
Tare Weight: 13.60 t. **Gross Laden Weight:** 51.00 t.
Maximum Speed: 60 mph. **Length:** 8839 mm. (29 ft.)
Suspension: Eyebolt.
Notes: On hire to ARC, Roche and Tilcon. Used on various duties to and from Tytherington (ARC), various duties to and from Dalry (Roche) and between Grassington, Leeds and Hull (Tilcon).

PR 8256	PR 8264	PR 8272	PR 8280	PR 8287	PR 8294
PR 8257	PR 8265	PR 8273	PR 8281	PR 8288	PR 8295
PR 8258	PR 8266	PR 8274	PR 8282	PR 8289	PR 8296
PR 8259	PR 8267	PR 8275	PR 8283	PR 8290	PR 8297
PR 8260	PR 8268	PR 8276	PR 8284	PR 8291	PR 8298
PR 8261	PR 8269	PR 8277	PR 8285	PR 8292	PR 8299
PR 8262	PR 8270	PR 8278	PR 8286	PR 8293	PR 8300
PR 8263	PR 8271	PR 8279			

8302-8490 2 AXLE CEMENT PCV

Design Code: PC001A.
Builder: Gloucester R C & W, Gloucester, 1961-62.
Tare Weight: 8.35 t. **Gross Laden Weight:** 35.95 t.
Maximum Speed: 45 mph. **Length:** 8534 mm. (28 ft.)
Suspension: Eyebolt.
Notes: Used on various workings to and from Hope and Oxwellmains.

APCM 8302	APCM 8350	APCM 8371	APCM 8393	APCM 8428	APCM 8460
APCM 8306	APCM 8351	APCM 8376	APCM 8399	APCM 8429	APCM 8461
APCM 8310	APCM 8353	APCM 8379	APCM 8405	APCM 8431	APCM 8462
APCM 8312	APCM 8354	APCM 8380	APCM 8408	APCM 8432	APCM 8467
APCM 8315	APCM 8355	APCM 8384	APCM 8412	APCM 8443	APCM 8469
APCM 8320	APCM 8356	APCM 8386	APCM 8416	APCM 8444	APCM 8475
APCM 8335	APCM 8358	APCM 8389	APCM 8423	APCM 8445	APCM 8486
APCM 8342	APCM 8359	APCM 8391	APCM 8425	APCM 8455	APCM 8490
APCM 8349	APCM 8369	APCM 8392			

8500-8594 2 AXLE CEMENT PCV

Design Code: PC003A.
Builder: Gloucester R C & W, Gloucester, 1963-65.
Tare Weight: 8.65 t. **Gross Laden Weight:** 35.95 t.
Maximum Speed: 45 mph. **Length:** 8534 mm. (28 ft.)
Suspension: Double Link.
Notes: Used on various workings to and from Hope and Oxwellmains.

APCM 8500	APCM 8513	APCM 8528	APCM 8545	APCM 8560	APCM 8579
APCM 8501	APCM 8516	APCM 8530	APCM 8546	APCM 8561	APCM 8581
APCM 8502	APCM 8517	APCM 8531	APCM 8548	APCM 8565	APCM 8582
APCM 8503	APCM 8518	APCM 8533	APCM 8549	APCM 8567	APCM 8583
APCM 8504	APCM 8519	APCM 8534	APCM 8550	APCM 8569	APCM 8584
APCM 8505	APCM 8520	APCM 8537	APCM 8551	APCM 8570	APCM 8586
APCM 8506	APCM 8521	APCM 8538	APCM 8553	APCM 8571	APCM 8587
APCM 8507	APCM 8522	APCM 8539	APCM 8554	APCM 8572	APCM 8590
APCM 8508	APCM 8523	APCM 8541	APCM 8555	APCM 8574	APCM 8591
APCM 8509	APCM 8524	APCM 8542	APCM 8556	APCM 8575	APCM 8592
APCM 8510	APCM 8525	APCM 8543	APCM 8557	APCM 8577	APCM 8593
APCM 8511	APCM 8526	APCM 8544	APCM 8558	APCM 8578	APCM 8594
APCM 8512					

8629-8808 2 AXLE CEMENT PCV

Design Code: PC002A.
Builder: Butterley Wagon Co., Butterley, 1960-63.
*Metropolitan Cammell, Birmingham, 1960-63.
Tare Weight: 13.40 t. **Gross Laden Weight:** 36.00 t.
Maximum Speed: 50 mph. **Length:** 6070 mm. (19 ft. 11 in.)
Suspension: Shoe.
Notes: Used internally at APCM Hope.

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