



# Wagon Pack 2

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## 1 Background

Generally speaking rail freight has always been the bread and butter of railway operations in the UK and elsewhere. At one time, up to 80% of the revenue of many railway companies in Britain was made up from freight traffic.

From the 1950s, the UK saw a decline in heavy industry, such as coal, steel and shipbuilding. Along with the increase in lorry weights, improvements to the road network, the rail freight sector is not as important as it once was. Indeed, at one time virtually every town and many villages were connected to the rail freight network by the pick-up freight network of good sheds, yards and handling terminals. With the larger factories and industrial concerns having their own dedicated sidings. This led to widely assorted freight trains running on the network, made up of a multitude of wagons; carrying everything from chocolate, to military equipment, from steel to beer.

During the 70s and 80s the railways were in a transitional period, moving from wagon load traffic to block trains. In 1977 the first air braked wagons were coming into service, there was also rationalisation of marshalling yards - which meant a much faster service. The BR board were keen to market the service to claw back some of the losses to road, and it was called 'Speedlink'. Individual sets of wagons originated from many smaller sidings, and were formed into a single train on booked services. Typically these sidings served smaller installations like grain silos, whiskey distilleries or timber loading points in the Scottish Highlands. This wagon-load traffic was never really that profitable, and as rail freight is expected to run on a fully commercial basis, in later years the 'block train' has become de rigueur for many services.

Recently there has been an increased interest in rail freight, including from large logistics groups. Rail is once again seen as an integral part of the supply chain and a serious tool to combat road congestion and reduce environmental impact – with rail (and water transport) being significantly more energy efficient than alternatives.

Wagon pack 2 reflects the period 1970 to present day. We have included a set of typically Speedlink wagons – such as the PVA van, the OTA timber wagon and PAA grain hopper. We have also included modern cement and scrap wagons.

## 2 Rolling Stock

### 2.1 PCA Cement wagon



Overall Length: 28'0"  
Overall Width: 8'0"  
Wheel Diameter: 3'0"  
Suspension type: Coil Springs  
Brakes: Air Brakes  
Tare Weight: 12.5t  
Gross Weight: 50.5t  
Builder: Fauvet Girel, France.  
Built: 1980  
Number built: 69

## 2.2 OTA Timber wagon



Overall Length: 36'0"  
Overall Width: 8'4"  
Wheel Diameter: 3'0"  
Suspension type: Leaf Springs  
Brakes: Air Operated Disc Brake  
Tare Weight: 14.5t  
Gross Weight: 45.5t  
Builder: BREL  
Built: Converted from OCA wagons in the 1980s  
Number built: 100



### 2.3 PAA Grain/Lime wagon

This wagon is supplied in attractive 'grain flow' livery.



Overall Length: 28'6"  
Overall Width: 8'9"  
Wheel Diameter: 3'0"  
Suspension type: Coil Springs  
Brakes: Air Operated Clasp Brake  
Tare Weight: 10.5t  
Gross Weight: 45.5t  
Builder: BREL  
Built: 1971  
Number built: 300

## 2.4 PVA Curtain sided van



Overall Length: 36'0"  
Overall Width: 8'9"  
Wheel Diameter: 3'0"  
Suspension type: Coil Springs  
Brakes: Air Operated Disc Brake  
Tare Weight: 15.5t  
Gross Weight: 51t  
Builder: BREL  
Built: 1981  
Number built: 31

## 2.5 POA Scrap/Metal wagon



Overall Length: 30'  
Overall Width: 8'0"  
Wheel Diameter: 3'0"  
Suspension type: Coil Springs  
Brakes: Air Brakes  
Tare Weight: 15.65t  
Gross Weight: 50.65t  
Builder: Standard wagon  
Built: 1985-1989  
Number built: 100s

\* Some liveries have had logos removed due to intellectual property restrictions.

## 3 Scenarios

### 3.1 Bulk Grain

Drive a Grain service from Scotland to East Anglia, starting north of Newcastle Central station to Durham via Tyne Yard.

- **Date** May 1984
- **Rating** Medium
- **Duration** 45 minutes
- **Start Time** 12:11
- **Season** Spring
- **Start Location** Newcastle North

### 3.2 London Cement

Drive a heavy cement train on a hot summer's day from Slough as far as Acton Yard.

- **Date** July 2008
- **Rating** Medium
- **Duration** 30 minutes
- **Start Time** 13:11
- **Season** Summer
- **Start Location** Slough

### 3.3 Highland Timber

You are on a Speedlink service today, working Timber from Scotland to England. Take the train from Durham as far as Darlington and shunt as required.

- **Date** Jan 1986
- **Rating** Medium
- **Duration** 45 minutes
- **Start Time** 09:10
- **Season** Winter
- **Start Location** Durham

### 3.4 Scrap Sorting

Sort wagons into a Scrap train bound for Kent at Acton Yard, West London.

- **Date** March 2009
- **Rating** Medium
- **Duration** 30 minutes
- **Start Time** 16:17
- **Season** Spring
- **Start Location** Acton Yard



### 3.5 Speedlink

Drive a Speedlink freight service from Didcot to Reading, with shunting each end, on a cold winter's morning in the mid-1980s.

- **Date** February 1985
- **Rating** Medium
- **Duration** 40 minutes
- **Start Time** 08:16
- **Season** Winter
- **Start Location** Didcot

A Free roam scenario is also provided for you, located at Darlington.

## **4 Changeable Numbering System**

All wagons feature a changeable numbering system.

After placing the wagon, simply click on it. In the dialogue box that appears, type the number desired. We have provided the wagons with a set of suitable numbers for their appropriate type and build.