

PBA FLAT WAGON No. 128

This flat wagon was purchased from the Port of Bristol Authority sale of wagons in 1981.

No identification of its original number has been found but, from evidence on the underframe, it is possible that it was once a tank wagon of some sort. The tank must have been cut off, before or during service with the PBA, to create a flat wagon. PBA 128 is not fitted with vacuum brakes relying merely on a handbrake lever on either side to secure it in sidings for example.

It is also equipped with 'Instanter' couplings. These were first patented as long ago as the 1890's and were widely introduced in the first years of the 20th century. In this system the centre link of the three link chain was in the form of a cast steel distorted triangle, almost a Y or T shape. In one position the longest side of the triangle formed the link, in effect loose coupling. If the wagons were shunted together, however, a shunter could move the centre link round until the shorter side of the triangle formed the link. In this position wagons were held with buffers just touching, eliminating some of the banging about during journeys.

The Swanage Railway used it, in its early days, to carry Permanent Way items such as sleepers, etc. More recently, the PBA wooden flooring was renewed during 2019 and two equipment lockers were installed so that it could act as a Crane Match Wagon for the Railway's Crane CB5968 (FBC1).

PBA 128's leaf springs were found to be corroded to a certain extent but no leaves broken although one leaf spring did have a broken buckle. This was removed, stripped down and refurbished including welding of the buckle. The spring was lubricated before being reinstated on PBA 128.

Information compiled by Peter Sykes 18th October 2021

Checked by Jeremy Weller 13th June 2022