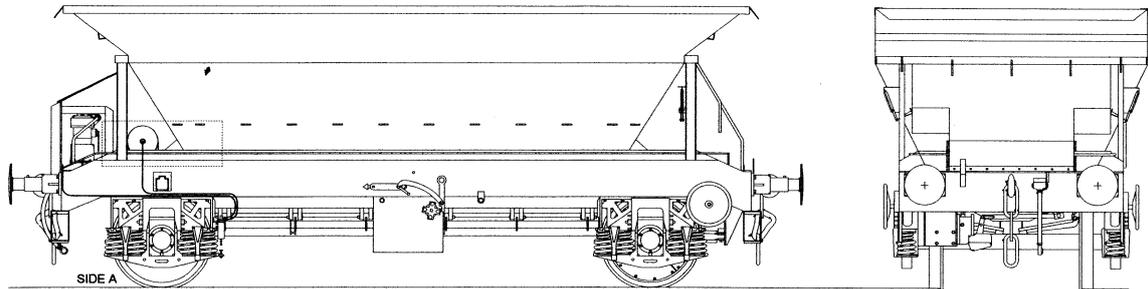
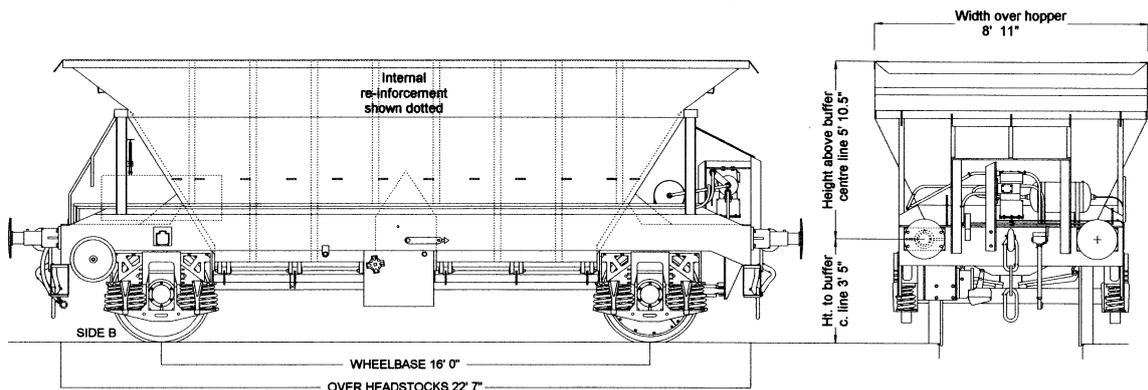


HGA Design Code HG001A - ex 1st batch PG006A

390502 - 520, 390553 - 555, and 390586



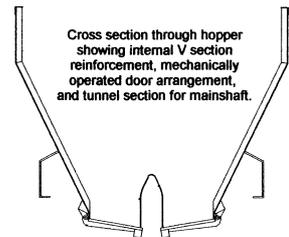
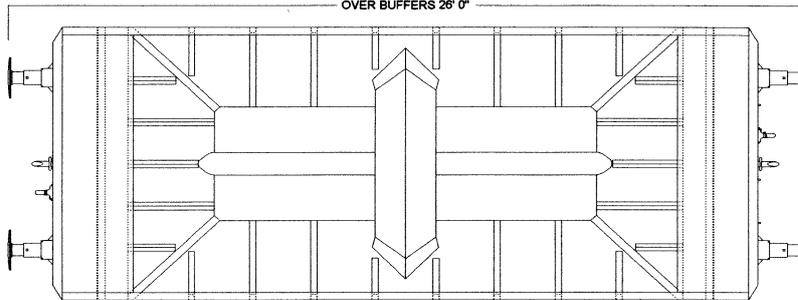
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WHEELBASE 16' 0"

OVER HEADSTOCKS 22' 7"

OVER BUFFERS 26' 0"



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 measurements and photographs by Colin Craig.

Notes:

Built originally as PGA design code PG006A by Charles Roberts, Wakefield in 1972, and converted to HGA/ZFA (Gunnels) by Marcroft Engineering in 1993-4

This design uses a plain external hopper, with the exception of the vertical end panels. Internal strengthening is with U shaped re-inforcement on the sloping and vertical sides and V shaped on the sloping ends. The outer end struts to the top of the solebar are vertical as viewed from the sides and ends.

A large owners board is fitted at the left hand end of each solebar. (shown dotted for clarity)

The headstocks are deepened with the bottom line of the solebar dropping downwards at the ends.

ESC suspension is fitted, with disc brakes on two wheels, positioned on diagonally opposed corners.

The wheel operated handbrakes are connected to a single calliper. The handbrake wheels are offset horizontally with a gearbox for directional control.

Buffers are 20.5"(450mm) Oleo stepped shank with 16" round heads.

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

Some of the protection plates under the platforms were removed during the conversion as the extended hopper ends serve the same purpose; the drawing shows these still in place. The gears operating the bottom door mechanism have full protection covers.