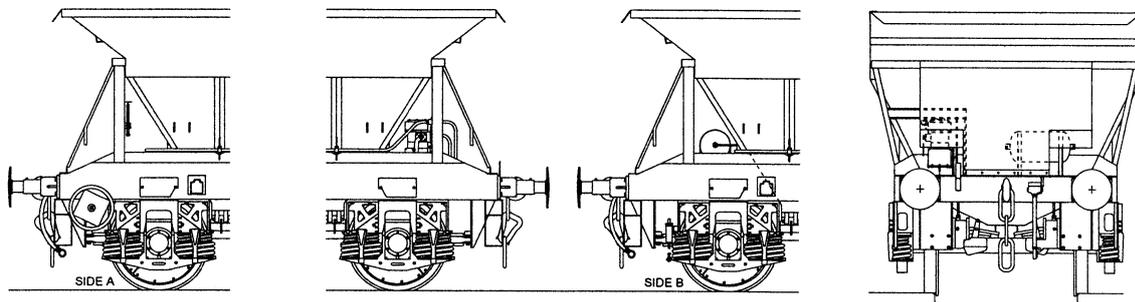


**390551 AND 390552**



Drawings performed on CAD by Colin Craig, using principal available dimensional data, measurements and photographs by Colin Craig.

**Notes:**

Built originally as PGA design code PG006C by Charles Roberts, Wakefield in 1975, and converted to HGA (Gunnels) in 1993-4. This design uses V reinforcement on all hopper panels, but unlike those from the PG006A batch, this is on the outside with the exception of the vertical sides; these have internal reinforcement which extends part way down the sloping side panels in line with that on the outer faces.

The headstocks are shallower than those on the first batch with no triangular step-down on the lower edge of the solebar.

Other identifying features are the ESC suspension, 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, and behind the headstock.

Most of the protection plates under the platforms were removed during the conversion as the extended hopper ends serve the same purpose. The gears operating the bottom door mechanism have full protection covers.

On the last two wagons of the PG006C batch (390551, 2) differed in having disc brakes on all four wheels, and consequently the brake distributor and air tank had to be positioned above the underframe, behind the end protection plate; the drawing shows the protection plates still in position as they were observed on 390552.

The differences are shown below the main drawing.