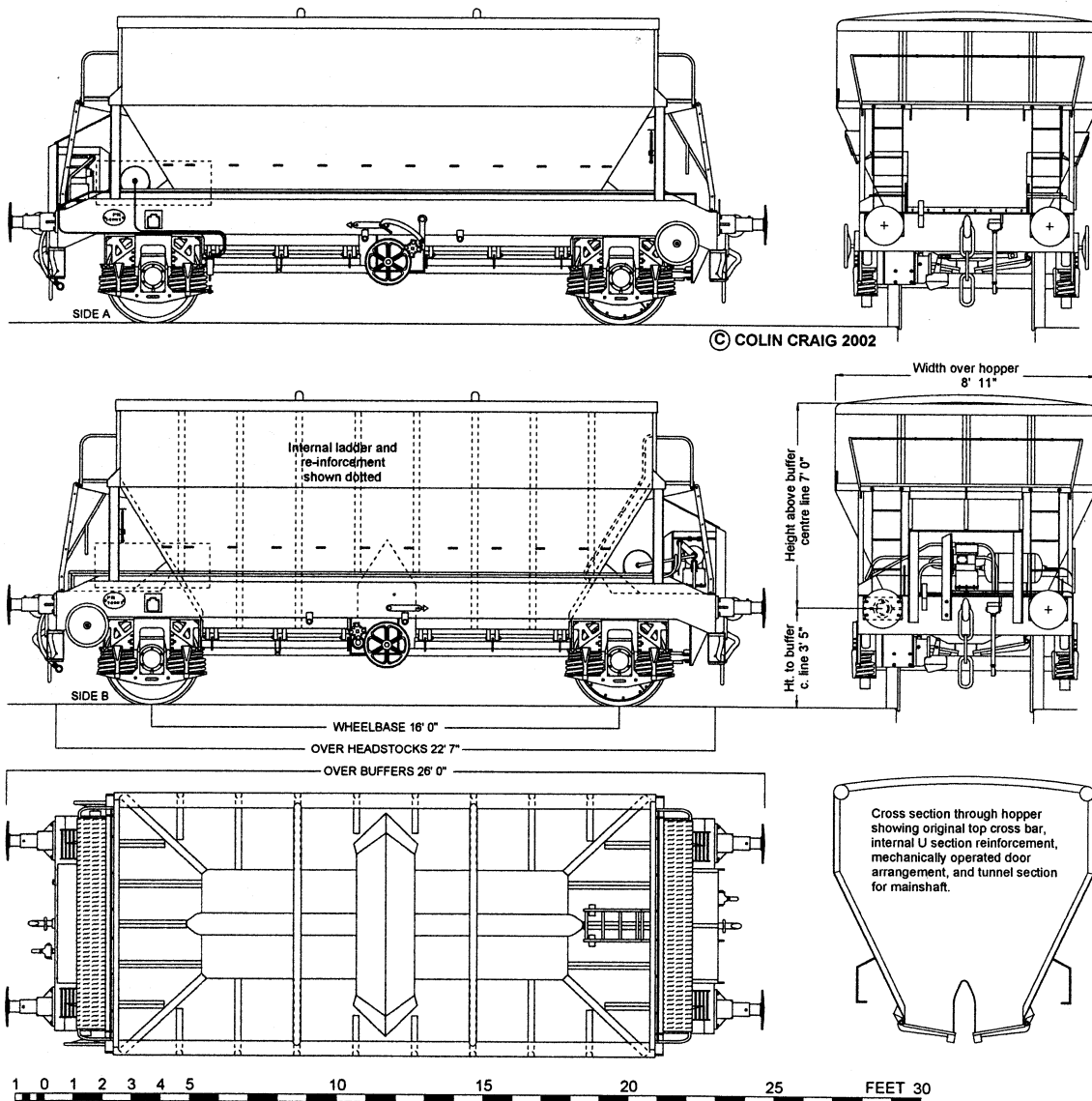


**PGA Design Code PG006A**

PR14000 - PR14024



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Drawings performed on CAD by Colin Craig, using principal available dimensional data, measurements and photographs by Colin Craig on wagons converted to Gunnells, and photographs by Huw Millington.

**Notes:**

Built by Charles Roberts, Wakefield in 1972.

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

There were two curved strengthening bars bridging the top opening; in use these rapidly became deformed, and most were subsequently removed. A large owners board was fitted at the left hand end of each solebar. (shown dotted for clarity)

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

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

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

Buffers were 20.5" (520mm) Oleo stepped shank with 16" heads

The air tank and brake distributor were located at the opposite end to the handbrake wheels, under the raised access platform; Protection covers were fitted below both platforms as an early modification.

The end platforms were accessed with pairs of ladders over the headstocks and small side steps below solebar level. This design code has the unique feature of an internal ladder at one end only.

The gears operating the bottom door mechanism are drawn with no protection covers; this was later modified on many wagons.