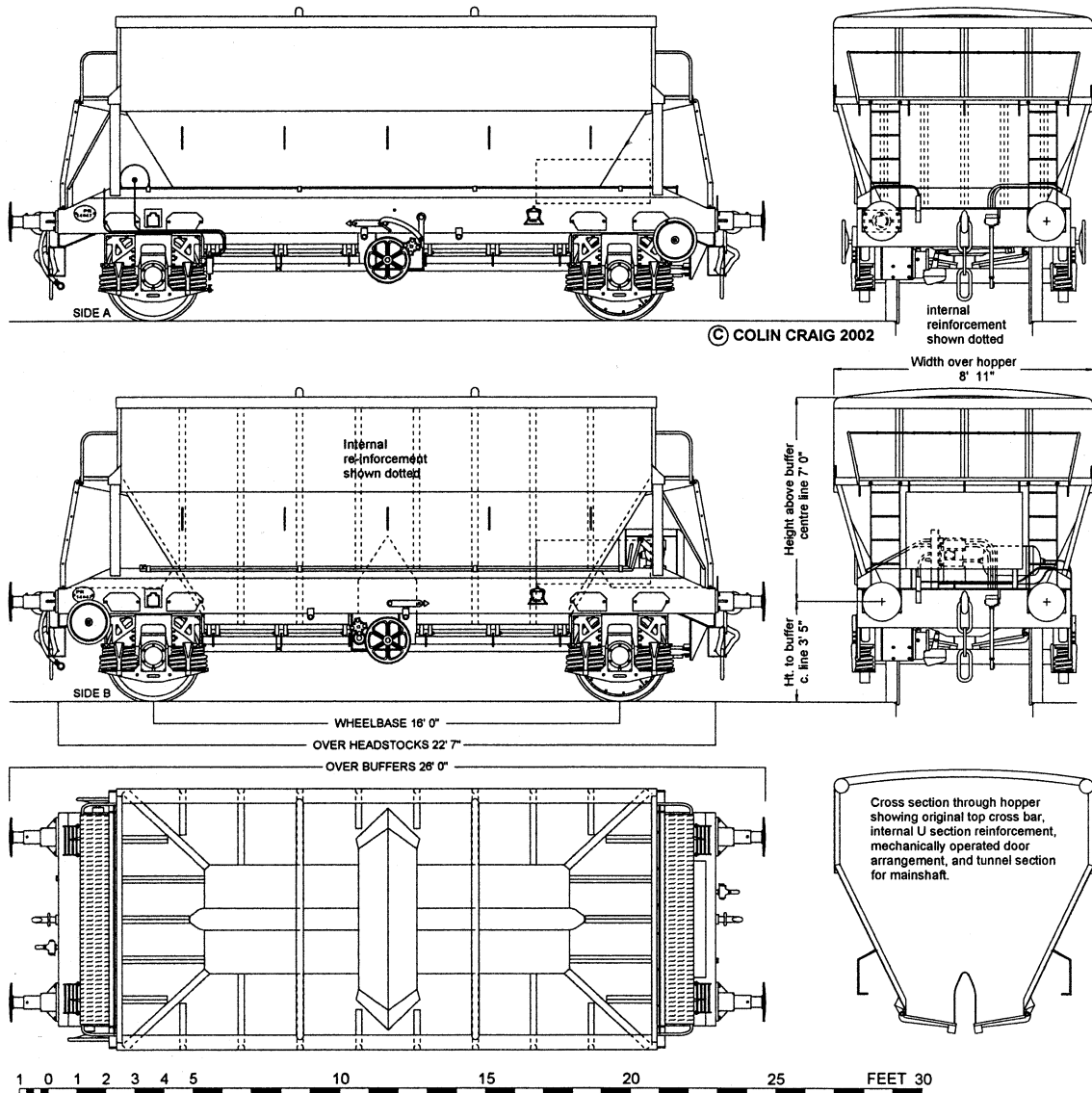


PGA Design Code PG006B - 1st batch

PR14025 - PR14049



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Cross section through hopper showing original top cross bar, internal U section reinforcement, mechanically operated door arrangement, and tunnel section for mainshaft.

Scale 4mm to 1 foot

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 Phil Eames and Huw Millington.

Notes:

Built by Standard Wagon, Heywood in 1973. This batch was very similar to the 1st batch of PG006A; the major differences were:

The positioning of the "Owners" plate at the opposite end of the solebar, the step at the lower edge of the vertical sides, and the splayed angle of the outside hopper support struts; the brake distributor was sited further behind the headstock.

Internal strengthening is with U shaped re-inforcement on the sides and V shaped on the 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 is fitted towards the right hand end of each solebar. (shown dotted for clarity)

The headstocks are deepened, the bottom line of the solebar dropping downwards at the ends, with an open triangular fillet.

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

The air tank and brake distributor were located at the opposite end to the handbrake wheels, above, and behind the headstock, under the access platform; an early modification was the fitting of a protection cover over the brake distributor as shown on the drawing.

The end platforms were accessed with pairs of ladders over the headstocks and small side steps below solebar level.

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