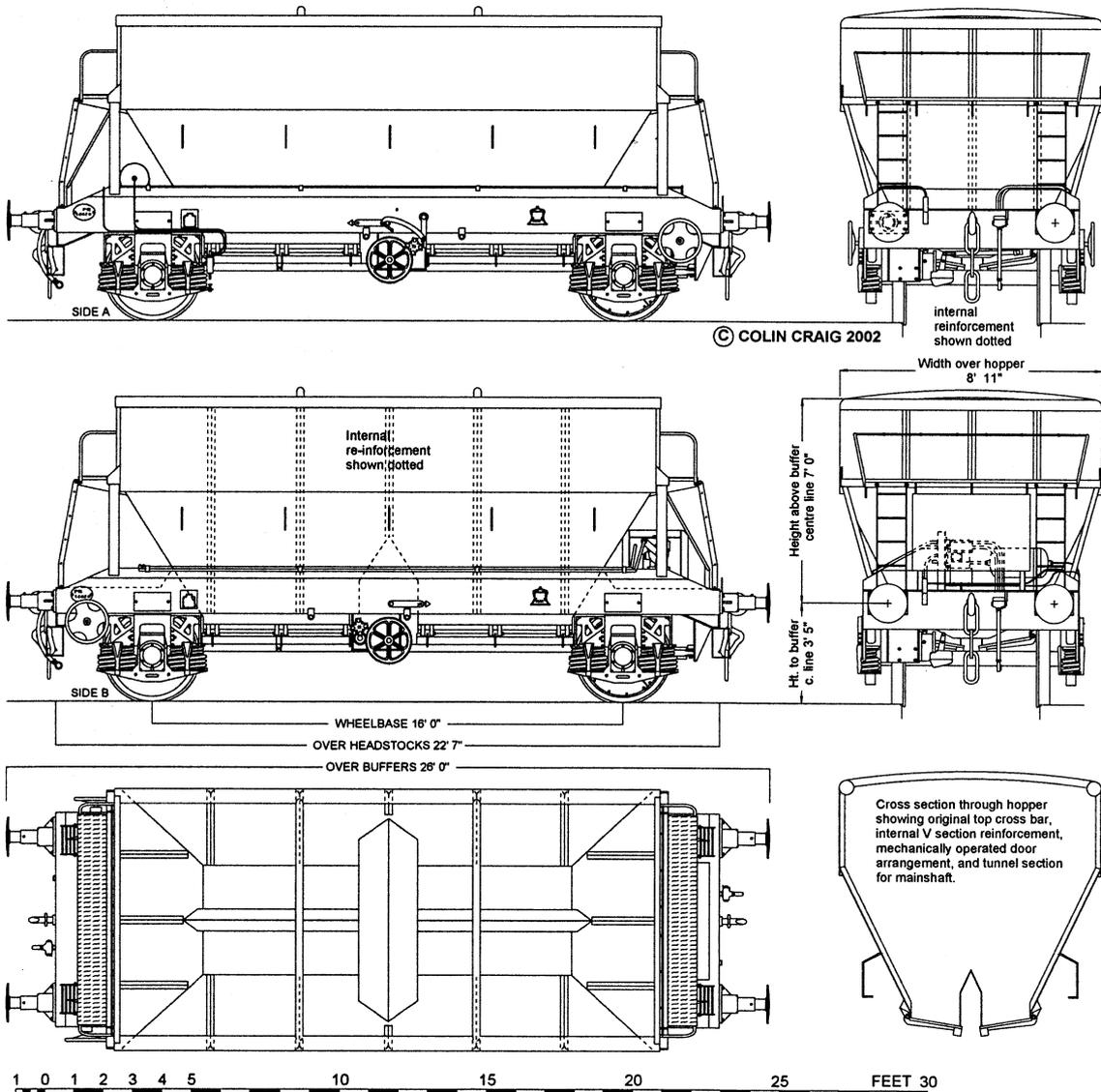


**PGA Design Code PG006B - 2nd batch**

PR14050 - PR14074



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 PG006B; the differences were: The absence of the "Owners" plate above the solebar, and the use of V reinforcement (instead of U) on inner the side panels; the number of reinforcing strips on both the ends and side was also reduced. There were two curved strengthening bars bridging the top opening; in use these rapidly became deformed, and most were subsequently removed. 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.