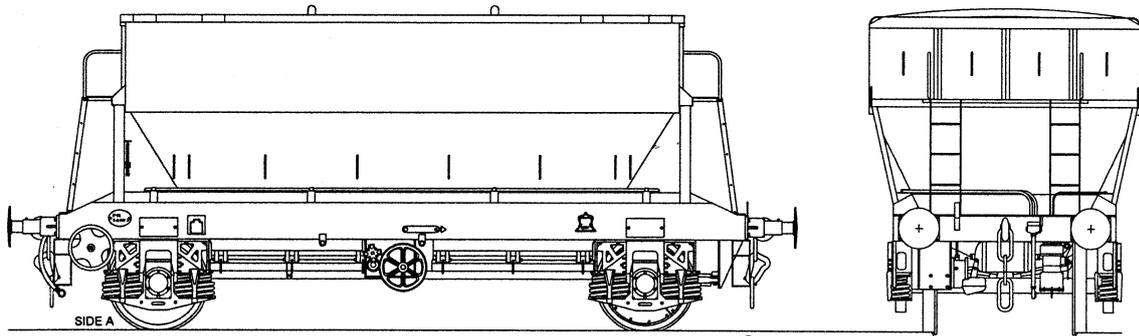
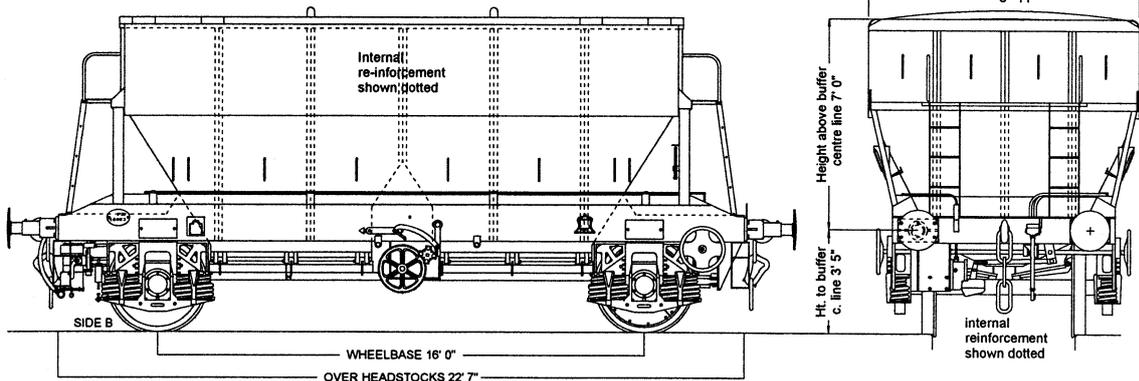


**PGA Design Code PG006B - 3rd batch**

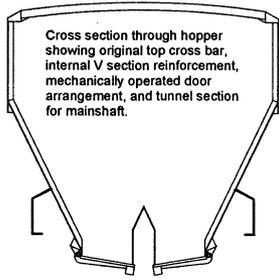
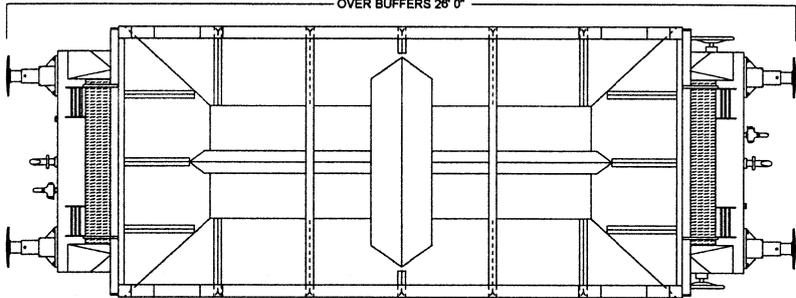
PR14075 - PR14095



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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 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 1974. This batch was very similar to the 2nd batch of PG006B; the differences were: the headstocks were shallower, with no triangular step-down on the ends of the solebars, and the positioning of the brake air tank and distributor below the underframe.

This design used V reinforcement on all hopper panels, identical to the 2nd batch, and this is on the inside with the exception of the vertical ends. There were two curved strengthening bars bridging the top opening; in use these rapidly became deformed, and most were subsequently removed.

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, under, and behind the headstock.

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

No covers were fitted to ends of the wagons below the platforms.

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