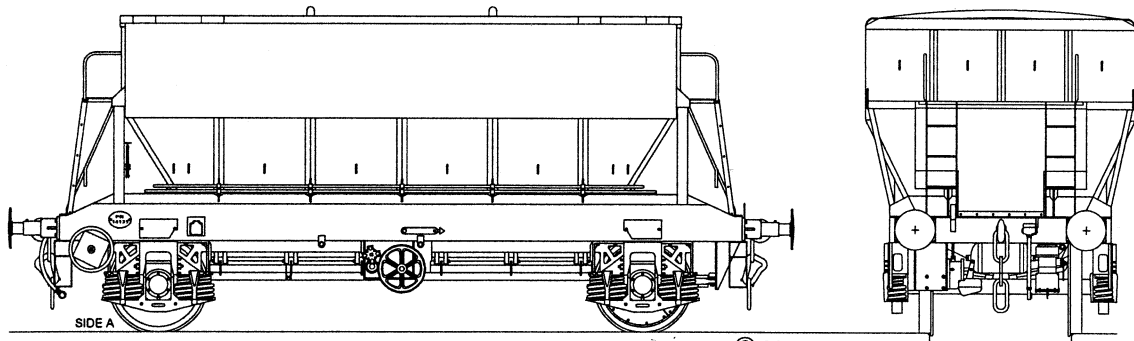
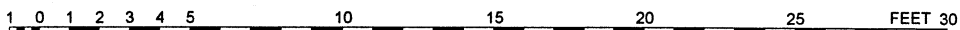
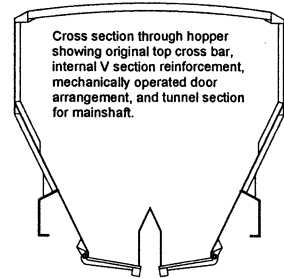
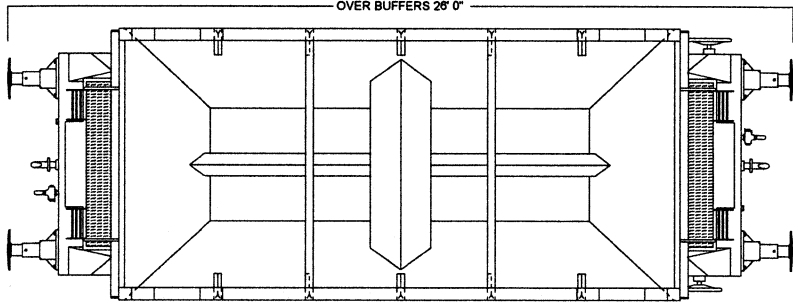
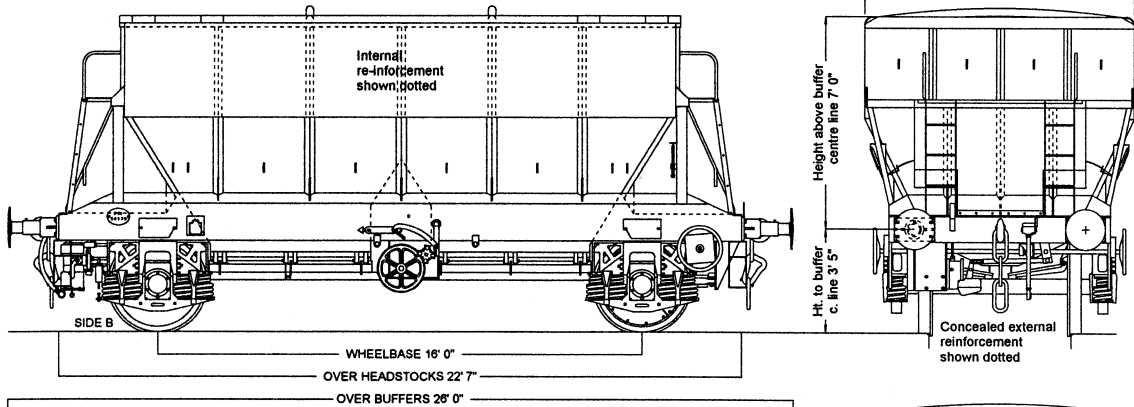


**PGA Design Code PG006C**

PR14096 - PR14151

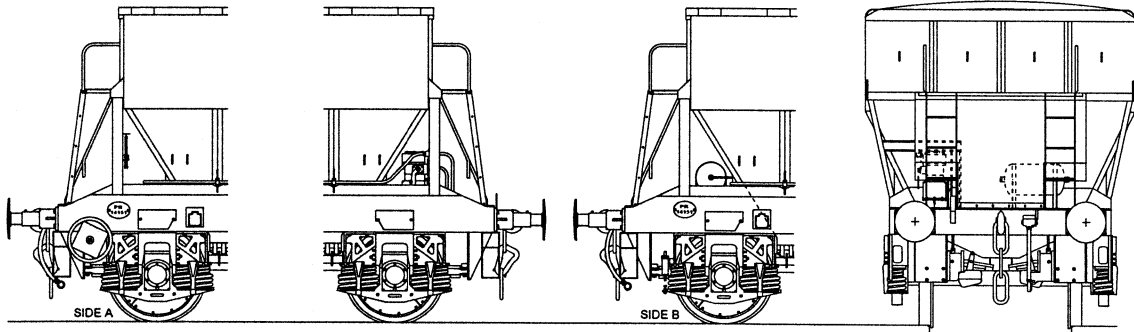


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Scale 4mm to 1 foot

**PR14150 - PR14151**



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 Charles Roberts, Wakefield in 1975.

This design used V reinforcement on all hopper panels, but unlike design code PG006A, this was on the outside with the exception of the vertical sides; these had internal reinforcement which extended part way down the sloping side panels in line with that on the outer faces. There were two curved strengthening bars bridging the top opening; in use these rapidly became deformed, and most were later removed. The headstocks were shallower than those on design code PG006A, with no triangular step-down on the lower edge of the solebar. ESC suspension was fitted, with disc brakes on two wheels, positioned on diagonally opposed corners. The wheel operated handbrakes were 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. The gears operating the bottom door mechanism are drawn with no protection covers; this was later modified on many wagons. The last two wagons of this batch (PR14150, 1) 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 differences are shown below the main drawing.