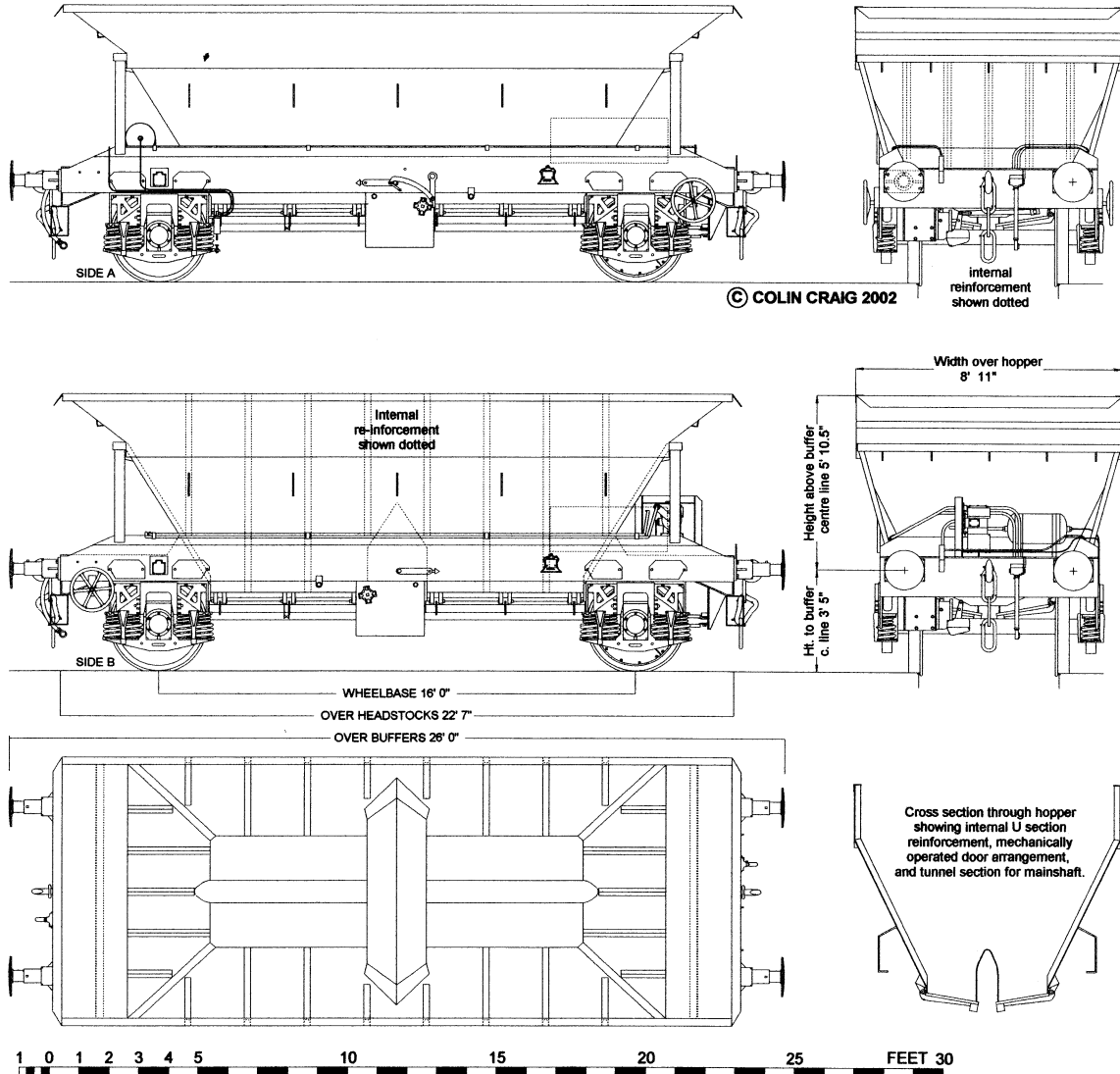


HGA Design Code HG001B - Ex 1st batch PG006B

390587 - 390610, 390672



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internal reinforcement shown dotted

WHEELBASE 16' 0"
OVER HEADSTOCKS 22' 7"
OVER BUFFERS 28' 0"

Width over hopper 8' 11"
Height above buffer centre line 5' 10.5"
Ht. to buffer c. line 3' 5"

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

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 measurements and photographs by Colin Craig.

Notes:
Built originally as PGA design code PG006B by Standard Wagon, Heywood in 1973, and converted to HGA/ZFA (Gunnells) by Marcroft Engineering in 1993-4

This design uses a plain external hopper, with the exception of the vertical end panels; there is a step-in at the lower edge of the vertical sides. Internal strengthening is with U shaped re-inforcement on the sloping and vertical sides and V shaped on the sloping ends. The outer end struts to the top of the solebar are played out as viewed from the ends.

A large owners board is fitted at 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 is fitted, with disc brakes on two wheels, positioned on diagonally opposed corners. The wheel operated handbrake is connected to a single calliper. The handbrake wheels are offset horizontally with a gearbox for directional control.

Buffers are 20.5"(450mm) Oleo stepped shank with 16" round heads.

The air tank and brake distributor are located at the opposite end to the handbrake wheels, under the hopper overhang.

Some of the protection plates over the brake distributors were removed during the conversion as the extended hopper ends serve the same purpose; the drawing shows these removed. The gears operating the bottom door mechanism have full protection covers.