

# MILL LANE SIDINGS

## MLS036 GWR G23 'Mayfly' Well Wagon

### The Prototype

In late 1919, 6 old and condemned brake vans were converted to well-trucks to carry small electricity transformers up to 10 tons (larger transformers being handled by bogie well wagons). Numbered 94670-5, these distinctive wagons had an octagonal well between the frames and the wheels, while the deck was simply planked over. Brakes were only fitted to one side, and unusually, a brake lever was also only fitted to one side. They were all finally condemned by September 1940.

The wagons would have been painted GWR freight grey all over, including the solebar and W-irons. The timber deck may have been unpainted wood, or treated with creosote, either way, it would have faded to grey over time. Lettering was number, small 'G W', weight and tare on the solebar as well as the instruction 'Return empty to Hayes'. The telegraphic code MAYFLY was painted onto the steel plate forming the well under the solebar.

Details can be found in *History Of GWR Goods Wagons* by Atkins et al and *Great Western Railway Wagons Appendix* by Russell.

### General Notes On Construction

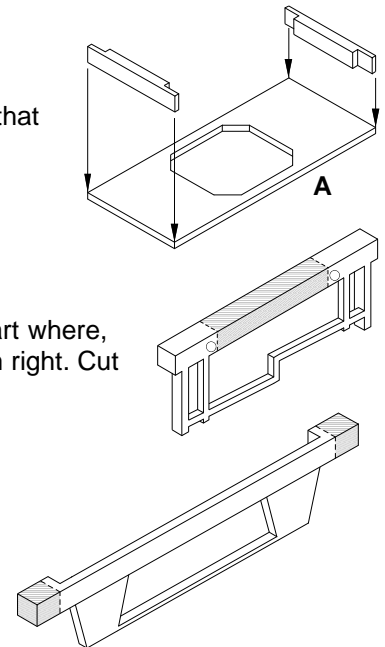
Only a few basic tools are required – a sharp craft knife, wet 'n' dry sandpaper, fine paint brush (OO) and tweezers. Some details are omitted from the diagrams for clarity.

The main parts of this kit are made from Rowmark – this is a slightly harder plastic than most kits which enables it to go through a laser cutting process without melting. Normal liquid polystyrene does not always weld the parts, however, a stronger glue such as Plastic Weld (intended for ABS, Perspex, etc.,) will. The resulting joints may still, however, be a little brittle, so it is recommended that once dry, joints are reinforced on the inside with a thin brush of another adhesive such as PVA or superglue.

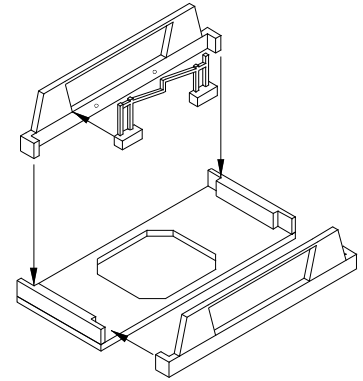
Part Number	Quantity	Description
A	1	Deck
B	1	Well Floor
C	2	Well Side
D	2	Well End
E	1	Chassis Sprue
F	2	Wheel Set
G	4	Brass Buffer Head
H	2	Coupling

### Constructing The Wagon

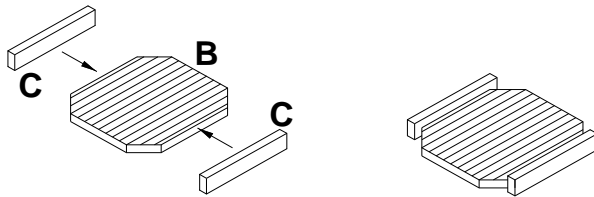
1. Glue the headstocks from the Chassis Sprue (E) under the Deck (A) ensuring that they are flush with the end of the Deck.
2. Carefully cut the V-hangers off the solebar and retain the larger ones for later.
3. Only one set of the brakes from the Chassis Sprue is needed and this is the part where, when viewed from the side, the brake actuating rods run from top left to bottom right. Cut the middle from this part, right up to the dimples on the face that goes towards the outside of the wagon.
4. The chassis sides from the Chassis Sprue need to be shortened by 3mm at each end. Keep removing equal amounts from each end until the chassis side fits between the headstocks under the Deck.



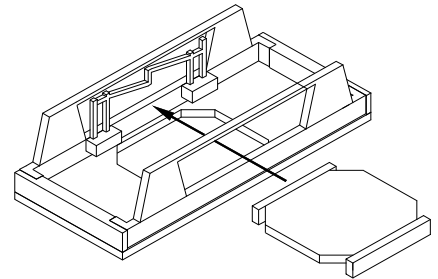
5. Glue the modified brakes to one of the modified chassis sides – the dimples on the brakes locate to pips on the chassis sides. Then glue both the chassis sides between the headstocks under the deck. Make sure that the chassis sides remain at a right angle to the deck as the setting glue can cause shrinkage, making the chassis sides bow inwards. It is a good idea to temporarily fit the wheels at this point as this helps to keep the chassis sides at a right angle. Make sure that the wheels turn freely; if they are stiff, insert packing pieces between the wheels and the W-irons while the glue sets.



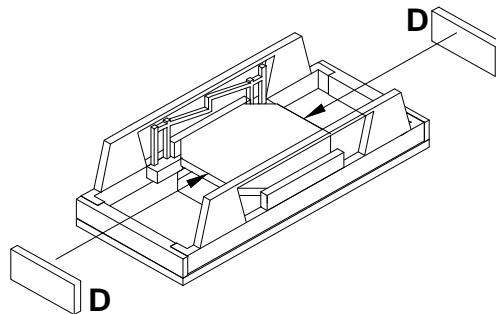
6. Glue Sides (C) to Well Floor (B). The Sides are longer than the outer faces of the Well Floor so make sure that they are fixed centrally. Make sure that the 'planks' are running the correct way.



7. Fit the well under the chassis so that the sides of the well sit under the chassis sides. It is necessary to slide the well between the solebar and the tie bars (the side with no brake gear) into the gap between the brake shoes on the other side. Make sure that the Well Floor lines up with the octagonal 'hole' in the deck.



8. Glue the Well Ends (D) under the deck so that they touch the edge of the Well Floor.



9. Cut 2mm from the top one of the 2 V-hangers removed from the chassis sides earlier. Glue it underneath part C on the side of the wagon with the brake gear.
10. Use the brake lever from the chassis sprue that does not have the cam fitted (it is the one that is simply straight from the ratchet. Remove 1.5mm from the handle as the chassis is now shorter.
11. Add the four brass buffers. You may need to open out the holes in the chassis using a 0.75mm drill in a pin vice. With care, the buffers can be a push fit, but if you open out the holes too much, just glue in place making sure that they are straight.
12. Place the standard N Gauge coupling in the housing and check that the retaining piece fits properly inside with the coupling sitting horizontally (it may be necessary to remove a little plastic from the bottom of the housing where the coupling sits). Glue the retaining piece on top using a very small amount of glue so that the coupling moves freely. Leave to dry before gluing between the guides on the inner side of the headstock on the chassis ends.