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RF01 - MLE/NFLA GP Flat Wagon

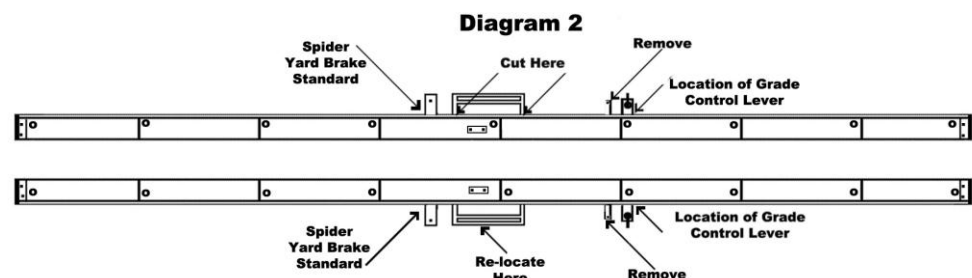
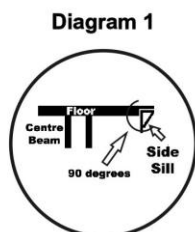
Prototype Data

The article in the August 1994 AMRM gives a concise history of the MLE flat wagons. In brief the MLE came into being as a result of war requirements between October and December 1941 and were coded LE. Between April 1942 and January 1943 these wagons were recoded MLE and given numbers in the 24000 series. A further batch of MLE wagons were constructed between February and October 1943 and numbered from 24350 to 24449 inclusive. Like earlier MLE wagons they were fitted with bolsters. During the post war era further MLEs were constructed between September 1947 and February 1948 numbered 25650 to 25674. The final batch of MLEs was part of an order for 250 vehicles placed with Goninan & Co, Broadmeadow. 72 of those vehicles were delivered as MLEs numbered 26275 - 26346 inclusive with the 171 remaining wagons constructed as UME un-bolstered wagons numbered 26353 - 26524. Other modifications to these wagons have occurred during their service life which has recently covered in the model railway press.

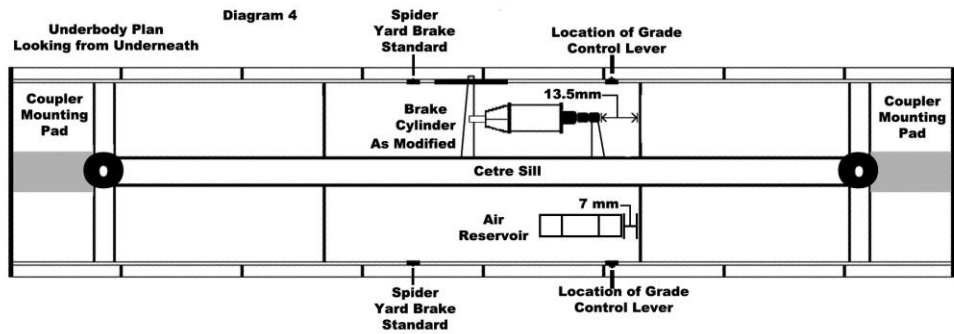
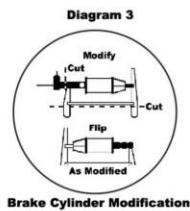
Contents & Assembly Instructions

1 x floor, 2 x sides, 2 x ends 4 x bolsters, 2 x handrails, 2 x screws, 2 x bogies, 4 x wheel sets, decals and 1 brake detailing sprue and 1 pr Kadee #5 couplers.

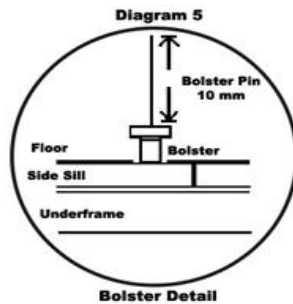
- Using your modellers tools carefully remove the parts from the sprue and clean up all the flash and ejector pin sprues..
- All floors have been checked and corrected to be flat. Please recheck the floor for bowing. Depending on the direction of the bow if any occurs it can be corrected. Place your thumbs on the points of the fish belly under frame or the floor opposite the points of the bow and pull ends of the wagon away from the bow with the inside flats of your fingers. Re-check for a flat floor/body moulding.
- Remove the draw angle from the top edge of the side sills and test fit to the floor. See **Diagram 1** for more specific detail. They may be slightly too long. If so remove equal amounts from both ends until they are both equal to the length of the floor. Using a reinforced backed razor blade carefully remove the brake slide from the side sill and transfer it to the other side and glue in position. See **Diagram 2**.



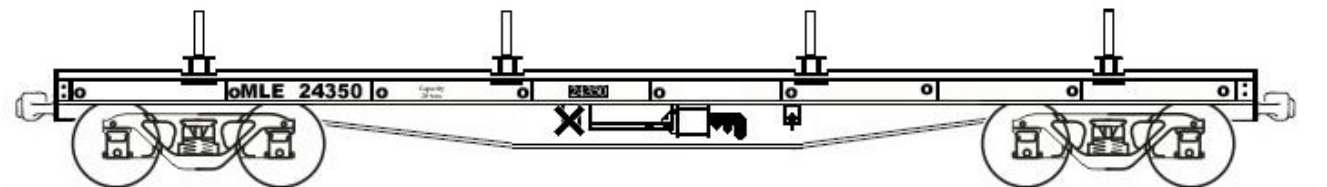
- Modify the brake cylinder as described in the attached **Diagram 3**. Cement to the piece of plastic stock supplied, locate and glue in position. Using the air tank indicated glue to the other piece of plastic supplied, locate and glue in position. **Diagram 4** gives a comprehensive layout of the underbody looking from the bottom.



5. Drill a hole in the handbrake bracket with a #72 drill and fit the handbrake spiders, glue in place.
6. Fit the 4 bolsters to the floor noting that the holes go to the top. Drill holes in the bolsters and fit pieces wire. The wire is cut off 10mm from the top of the bolster. See **Diagram 5** for detail of the bolster setup.



7. Fit the bogies with the pins supplied. Alternatively the pins supplied can be glued into the bogie pin hole and later cut off level with the top of the bogie bolster. When the join has cured centre mark and drill with a 1.8mm drill. Attach the bogies with a screw.
8. Carefully wash the complete kit with warm soapy water and paint gunmetal grey all over. The board floor and the tops of the bolsters may be painted a flat medium to dark grey with streaks of the black to simulate distressed timber. Ensure the areas where the decals are to be applied have a gloss finish. Add decals and paint all over with a flat clear finish to seal the model.



9. Fit Kadee #5 couplers and adjust height by packing between the bogies and the floor if required.
10. **Important Note:** If you damage any part during the construction of this model please contact us by writing to the above address or through the email address. A replacement part is available free of charge.

9th May 2009