

Upgrade your MOGO!

Like most of the GRS wagon kits, the GWR Motor Car Van to diagram G31 (telegraphic code 'MOGO') is a good basic kit with reasonable detail but will benefit from some 'tweaking' and additional detailing.

The biggest deficiency of the kit as supplied, is the lack of relief on the ends. The doors are scribed onto the flat ends, whereas the doors (and drop-flap) should stand proud of the ends by the thickness of the planks. The other noticeable error on the end detail is the width of the end vents : They are far too narrow.

If you happen to have 'Great Western Wagons Appendix' or 'Freight Wagons and Loads in service on The Great Western Railway' (both Jim Russell/OPC) then you will find excellent ex-works Swindon photos illustrating the ends.

Mods carried out on the ends:

- 1) Cut and scribe a plastic card overlay for the end doors and drop-flaps.
- 2) Fabricate new end vents from brass sheet.
- 3) Make new drop-flap buffers (these are shaped wood blocks on the prototype whereas the GRS kit provides a hollow 'steel spring' shape).
- 4) Add end detail using brass wire, rivets, split pins, fine chain and brass strip.
- 5) Modify the RCH buffers supplied with the kit by removing the upper and lower ribs and shortening the side ribs.

The sides : The sides are basically OK but adding door rubbing plates and the latches which secure both end and side doors when open helps to add 'interest' to the sides.

Adding label clips and horse hooks to the solebar adds interest there.

The brake gear : With the 'Morton' type brake, the GWR used a toothed ratchet rather than the more common 'pin-in-hole' brake lever guide.

Fill the 'pin' holes, take a section of coarse-toothed piercing saw blade and superglue to the edge of the casting (see photo of any GWR wagon with RCH/Morton type brakes).

Not difficult tasks but they make a lot of difference to the 'look' of the finished wagon.

