# Wagons of the LMS No 12

# 31′ - 0″ Insulated milk van

Built & described by Smokey Bourne
Wagon drawing by Ken Morrison

Prototype notes by Bob Essery. Prototype photo: BR LMR.
Model photo by Brian Monaghan. Model lettering by Arthur Whitehead.

THIS month's vehicle serves to introduce other members of the team mentioned last month since these vehicles were built by Smokey Bourne and lettered by Arthur Whitehead.

Smokey asked me to supply the prototype "gen" and, having introduced him, I will pull out and let him get on with it.

D1936 refers to the two vehicles Nos. 38550–1 built at Derby in 1935 to Lot No. 887. The code for these vehicles was 1MR and I assume they were experimental. Whether it was a failure or success I do not know but no other vehicles of this type were built and construction of further milk tanks similar to those which had already been built carried on in 1936–7, etc. I have no idea for what service they were intended and would welcome any information which readers may have about these vehicles. I assume they ran together and until further information becomes available readers may be interested to know that these two are now "Return to Marthwaite" on David Jenkinson's line. I presume, as far as David is concerned, they run to either the Midlands or even London from his Settle and Carlisle branch.

**L.M.S. 6-wheel Milk Van: Construction**

The sides, ends, floors, two solebar spacers, four solebars, footboards, two internal partitions and pony truck parts were set out on ·030 styrene sheet. The sides and solebars were reduced from full length by 0·020in. (½mm.) to allow for end-facings, the width of the end was reduced by 0·060in. ($\frac{3}{32}$in.) to allow for the sides and similar allowances were made to the floors and partitions. Suitable guide lines were drawn to indicate the position of plywood joints, edges of doors, hinges and strapping. End-facings in one piece for end and buffer beams were set out on ·010 styrene sheet with guide lines as before and pin-pricks to indicate the centres of buffers and couplings. On ·020 styrene sheet the V-hangers were set out with an adequate allowance for spares.

While still in the sheet the joint lines between the plywood sheets and door frames were scribed, using an engineer's steel scriber. The consequential burr was removed by passing a craft knife down the scribed line with the blade as flat at possible on the sheet. All parts were cut out together with a considerable number of $\frac{1}{32}$in. × ·010 strips and set aside in a secure box.

**Body details**

The $\frac{1}{32}$in. strip was used for strapping, hinges, T's and other details added to the main units while still flat. The T is built up by first bonding one strip to the end, cutting to length, adding one strip on edge against this strip and finally adding the third strip flat on the end. This is an easier method than trying to build up the T-section, then stick it down. The most tedious part of this stage was the making and fixing of the hinge knuckles. The $\frac{1}{32}$in. strip was bent back on itself and the bend held near to the hot end of a cigarette which allows the plastic to soften enough to fold tightly back on itself. This process was repeated until the strip was folded into a series of continuous Z's when the rounded ends were cut off and fixed in position. The door-stops on the prototype are round rubber buffers which exceeded my modelling skills. My attempts looked like rivets gone wrong, yet something was obviously needed to break up an obvious large blank area. In desperation I simulated the wooden type of door-stop with $\frac{1}{32}$in. × ·030 strip. This same section was used for the bolt-stops after a length of wire had been fixed to the side to represent the bolt.