

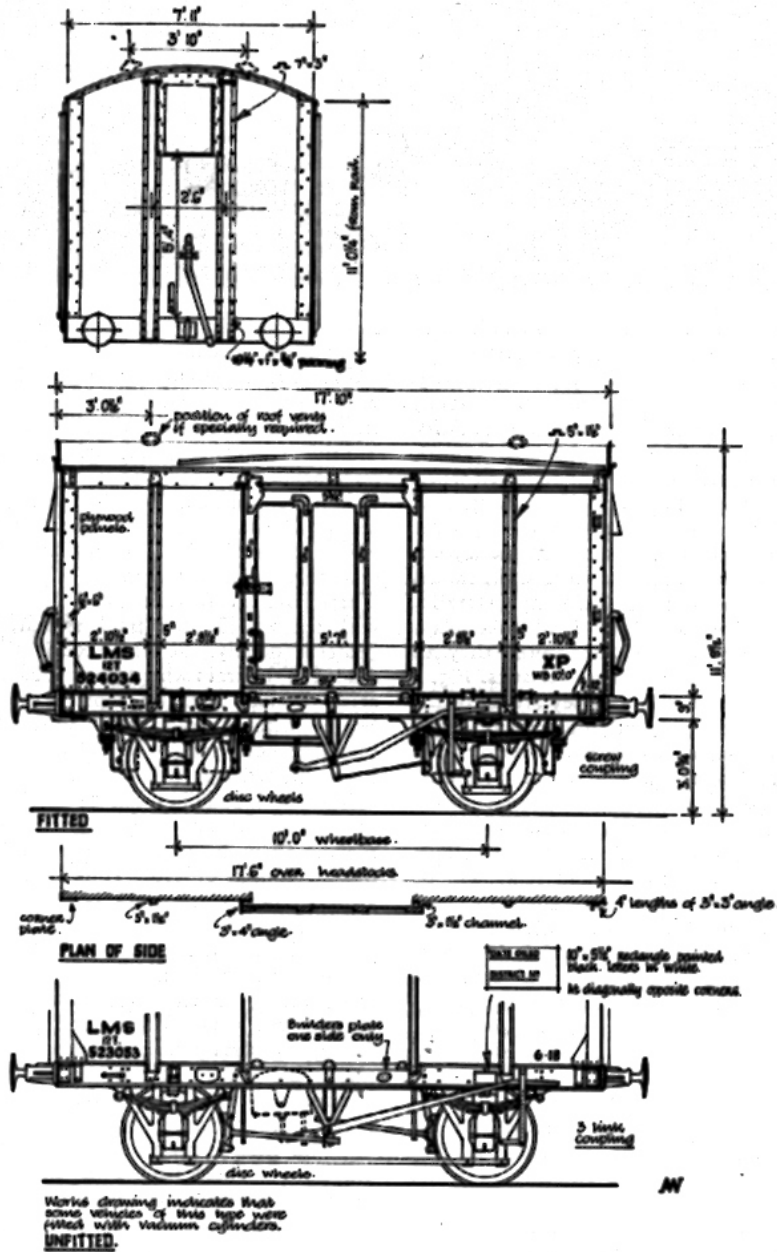
Wagons of the L.M.S. No.14. 12 ton plywood-sided van

Notes
Drawing
Photos

prototype
model
prototype
model

Bob Essery
Smokey Bourne
Arthur Whitehead
British Rail L.M.R.
Tony Nixon

Scale 4 mm—1 foot.



Prototype: Bob

THIS month's model covers two versions of a standard L.M.S. goods van built in 1945 and 1946.

These vehicles were Lot 1372, Derby 1945, Nos. 522790-523289 and Lot 1383, Wolverton 1946, Nos. 523540-525133. The Derby batch were built as unfitted vehicles, while those of Wolverton construction were equipped with automatic vacuum brakes. We believe that the unfitted vans were soon given vacuum-brake equipment, since we cannot recall seeing one running as built. These vehicles would have been bauxite in L.M.S. days lettered as in the drawing and in B.R. days the "L.M.S." is dropped while the number is prefixed "M".

I do have a photograph of No. M524876 lettered "Fish" above the running number but this is the only one so recorded by the Society.

The vehicles were built by Smokey Bourne, painted by Bob Essery and lettered and dirtied by Arthur Whitehead. Readers will note the lack of couplings. The reason is that they were built for "export" to Don Rowland's layout in Scotland and Don uses automatic couplings!

Construction: Smokey

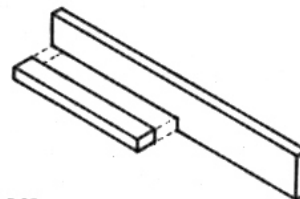
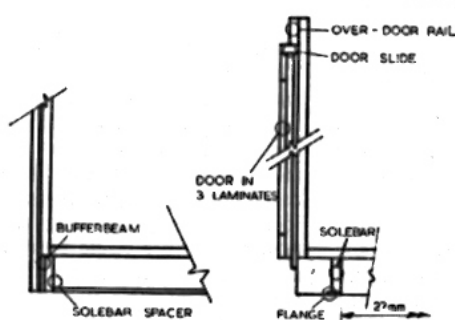
At first glance both types seem fairly simple, but second inspection reveals some very sticky details. Fortunately, although not interested in the finished product, I was very interested in the prototype and the technical constructional problems and got cracking to good effect—three were completed in four evenings except for painting. Unfortunately, a new type of paint was used which on drying gave a nice rough-cast finish so two further models were made. This pair took three evenings and a bit to make; a fair indication of the time economy of batch production.

Setting-out

The sides, ends, floors, solebars, solebar spacers, some 1/8 in.-wide strips and the board over the doors were set out on 30 thou styrene sheet. The last items were notched 3/16 in. for the door runners. Some 1mm. and 1 1/2 mm. strips were set out on 20 thou styrene sheet together with V hangers. The doors were in three 20 thou laminates; the outer laminate only being pierced to form the framing, the inner laminate longer to form the bottom rail effect. The hopper vents, buffer-beams and sundry types of strapping were drawn on 10 thou sheet. All parts, of course, had suitable reductions for passings and the necessary

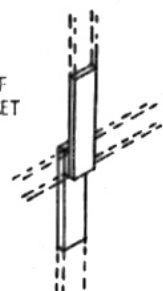
SECTION THROUGH END

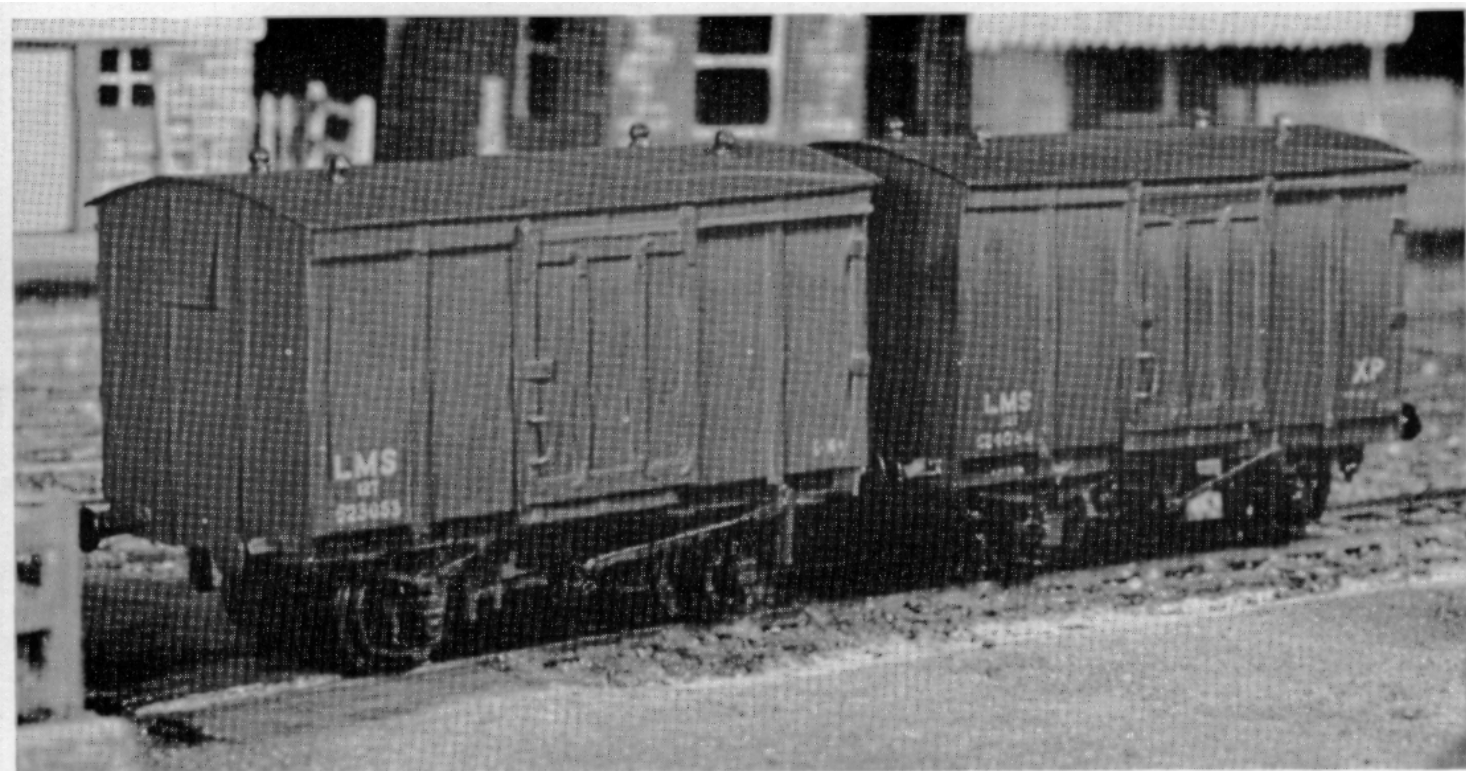
SECTION THROUGH SIDE



DETAIL OF OVER-DOOR RAIL AND DOOR SLIDE MIRROR REVERSE

BUILD UP OF LAMP BRACKET





guide-lines drawn on. All the bits were cut out and set aside in a box.

Assembly

Bond the over door board to the top edge of the sides and set the $\frac{1}{8}$ in. \times 30 thou strip into the notch. Some 2mm. \times 10 thou strip was bonded to the sides to form the base of the two vertical straps and down the centre of this, using guide-lines drawn on the 10 thou strip. Some 1mm. \times 20 thou strip was bonded which completed the impression of the bridge section. This process was repeated on the ends using 2½mm. and 1½mm. wide strips to reproduce the larger section.

The hoppers were built up and added to the ends, and at this stage I got really quite enthusiastic and added lamp brackets to the ends of the fitted vans. It was quite easy: just three lengths of $\frac{1}{8}$ in. \times 10 thou strip bonded together (see sketch). The door laminates were assembled and detailed with the special strapping. The hangers are just straightforward cutting jobs, but the small curved straps took

some time and fairly special equipment. Basically each strap was drawn as an L and a $\frac{1}{8}$ in. diameter hole was punched in the corner of the L. Punches this small are all but impossible to obtain and this one was specially produced for me by R.O.C. Models, but are now, I believe, a standard product. The L was then cut out, cutting away from the punched hole and cutting the outer curve by eye. One leg was cut to length, the strap bonded in position and the other leg cut to length. After the doors were fully detailed, they were fixed to the side, and overhead sheels added from the punchings. Then the door and side units were drilled through and wire bent and fixed in position to form the door pulls.

Assembly of the body was as usual: first one side and one end were fixed together, then these were fixed to the floor and finally the other side and end. Corner plates were built up out of 10 thou \times 2mm. strip including the triangular extension pieces on the sides. The underframe was begun with the buffer-beams,

next the solebar spacers, then the solebars. A strip of 10 thou \times 1mm. strip fixed to the edge of the solebars formed the bottom flange of the channel, brake levers, ratchet and other solebar details, except the V hanger which was 20 thou stock. Wheels, axleguards, buffers, vacuum pipes, brake shoes, etc., were all added from the normal commercial products.

The roofs were three laminates of cartridge paper, built up around a bottle or can of suitable diameter, pasted together and shellacked when finished. When they had been cut out, the roofs were fixed to the sides and ends with solvent and left to set for a day and then drilled for roof vents, which were fixed in position with Durofix. Finally, the rain-strips were added in slivers of 10 thou plastic fixed with solvent.

Next in the series will be some 6-wheel milk vans with slotted sides—shades of low siphons or whatever the Western boys call them!

