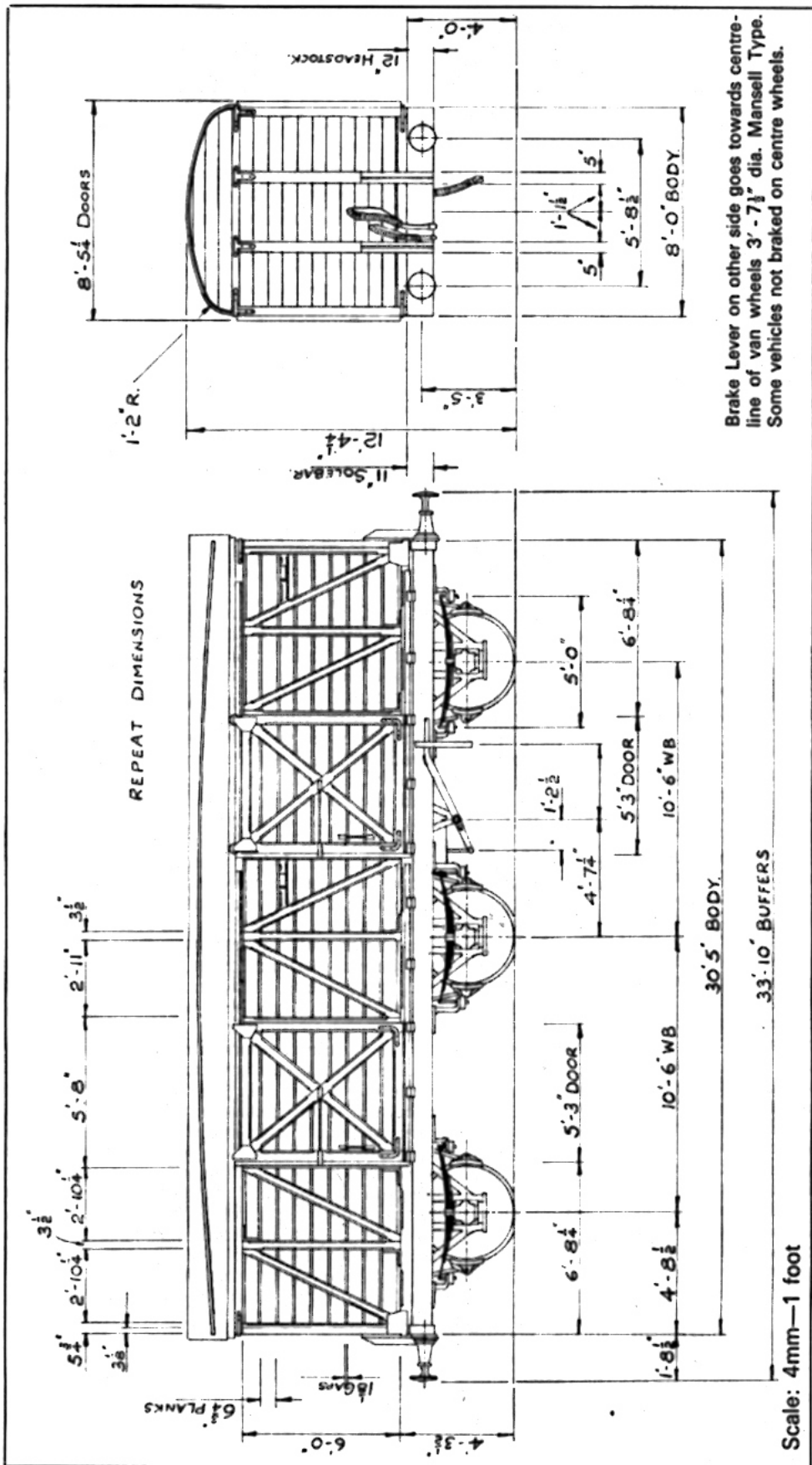


# Wagons of the L.M.S. No. 15. Midland railway slatted fish-van

Notes  
Drawing  
Photos

prototype model  
W. O. Steel  
Smokey Bourne  
prototype model  
K. R. Morgan  
British Rail  
Tony Nixon



**Prototype: Bill**  
THE vans dealt with in this month's article represent a Midland Railway design which was continued by the L.M.S. The first 20 (M.R. Lot No. 947) were built at Derby in 1920 as covered fish vans and a further 20 (M.R. Lot No. 995) were ordered in November 1922 and built in 1923, again at Derby. Although not produced until after the grouping, they were officially classed as M.R. vehicles.

The first L.M.S. batch (Lot No. 112) consisted of 15 vehicles built at Derby in 1923-4 as covered milk vans, later to be known as fruit and milk vans. These were followed in 1926 by 100 fish vans (Lot No. 233) built at Wolverton and in 1928 and 1933 by further fruit and milk vans at Derby (Lot No. 364, 25 vehicles; Lot No. 663, 5 vehicles). Second-hand 31ft. carriage underframes, modified and fitted for express goods service, were specified. Some vans were not braked on the centre pair of wheels and an annotation on the drawing, dated December 18, 1928, states such brakes to be not required.

There were slight differences between the last two lots and earlier batches, which can easily be appreciated by comparing the two prototype photographs. The corner pillars of the earlier vans were 3 1/2 in. wide seen from the side, the lower corner plates were shaped to fit the framing and the vertical portions of the upper corner plates were on the sides of the pillars. There were also two door-stops per door, on the third and seventh planks. Lots 364 and 663 has the corner pillars 5 1/2 in. wide and consisting of two parts: the side-portion of the lower corner plates more or less square\*, and the vertical portions of the upper plates on the ends of the pillars and no door-stops on the third planks. Ken Morgan's drawing shows the later version.

A photograph of No. 38509 in B.R. livery shows the gaps between the planks boarded up, on the inside on the body and on the outside, with timber 2-3 in. wide, on the doors. This may perhaps have been a conversion to parcels use after the decline of the churn-milk traffic.

The lettering styles are shown in the photographs and L.M.S. fish vans would have "Fish" on each door, on the eighth plank. The small wording reads, on the left-hand side "Load not to exceed 8 tons" and on the right-hand side "To be used for Passenger Train Traffic only".

When originally built, these vans were not numbered in any sequence but, after the 1937 renumbering, the numbers were:

M.R.—Lot No. 947: Nos. 40458-40477;

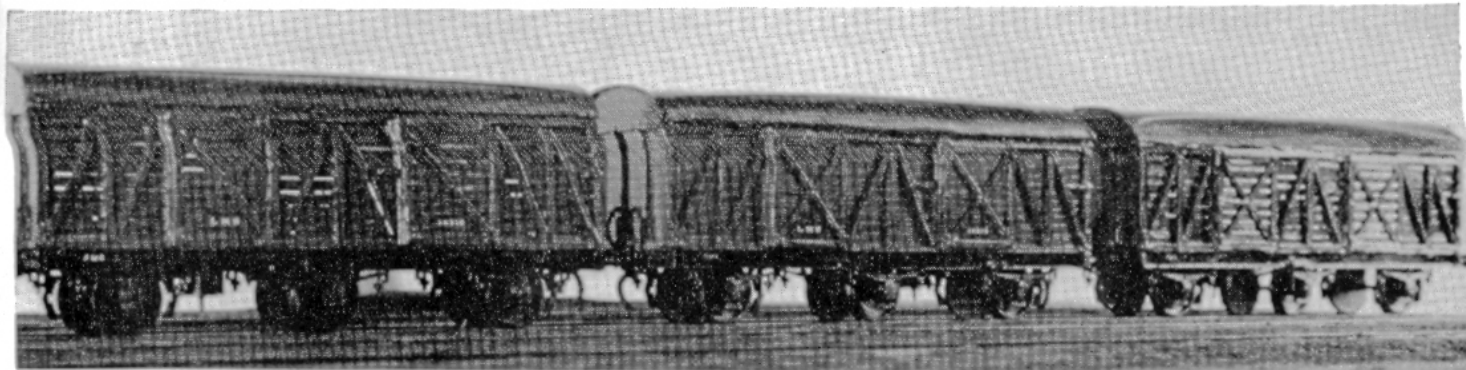
Lot No. 995: Nos. 40478-40497;

L.M.S.—Lot No. 112: Nos. 38300-38314;

Lot No. 233: Nos. 40000-40099; Lot No. 364: Nos. 38500-38524; Lot No. 663: Nos. 38545-38549.

The earlier L.M.S. numbers, except Lot No. 112, can be supplied to anyone interested by the L.M.S. Society. The L.M.S. van

\* These appear to be shaped in the L.M.S. photo but this is due entirely to the lining, cf. drawing.



photographed, No. 8016, became No. 38519; the final number of M.R. No. 95 is not known.

**Model: Smokey**

**Setting out.** The floor, outside framing, solebars, floor packing and pony-truck parts were set out on 30 thou. styrene sheet, the buffer beams on 60 thou., and the door framing and all the planking on 20 thou. The planking to the sides was set out so that the planks would be formed by cutting slots in the sheet. The plank lines were scribed in and the burr removed with the knife-blade held flat to the face of the sheet.

**Cutting out.** It was soon discovered that the small holes in the framing and the slots in the planking could not be formed by the usual cut and snap methods and a new technique had to be developed. Cuts were made to all lines using a steel straight edge to guide the knife and then all parts were separated by the usual snap method. Cuts were made free hand right through the outside framing units to break all the voids up into triangles. Then, free hand, the original cuts were made deeper, starting at one end so that the framing would deflect slightly as the blade went deeper. As each piece was cut right through all round it was removed and then the next piece tackled. A similar technique was used to cut out the slots between the planks. This, I am afraid, was a slow, laborious and painful process, so much so that I stopped cutting after completing one set of parts and did some assembly work before tackling the next set. Having done two sets my first finger and thumb rebelled and the third van was made solid sided. Despite these difficulties, I still believe that this method is the easiest way of building this particular class of vehicle.

**Assembly.** No attempt was made to add any detail before assembly commenced, which for my style of building is unusual. In retrospect I do not see much advantage in attempting to add detail at this stage. Pin-pricks were made in the appropriate places to serve as centres for the holes for the buffers, couplings and door pulls. Then outside framing to one side and one end were bonded together. This unit was fixed to the floor and the other side, and end framing added. While this complete unit was hardening off, the two laminates of the doors were bonded together and then fixed in position. Then the three panels to each side of slatted boarding were fixed in position, making certain that the planks were bonded at all conceivable points to the framing. This is done to reduce the risk of bowing planks, and to aid this I omitted the top and bottom slots so that I would have additional contact area. The solid end sheets were then fitted in. Finally, the body was inverted and the floor

packing pieces, buffer beams and solebars were added.

**Detailing.** The door slides were 20 thou. 1mm. wide strip, fixed alongside a steel straight edge to keep them straight. The various bits of strapping and tee were built from 10 thou.  $\times \frac{1}{16}$  strip plastic built up *in situ*. The door hangers were cut to size from 10 thou. sheet and fixed on. The small L-shaped straps on the bottom of the door were drawn and cut as square L's and then the outside corner cut off at an angle to suggest a curve. Holes were drilled through the centre of the door, and a piece of wire cut and bent to shape and fixed with solvent formed the

door pull. The door stops were bent from boiler band and fixed again with cement.

**Underframe.** The underframe for this vehicle is exactly the same as that for the insulated milk van (see October 1966 RAILWAY MODELLER). The only difference is that the solebars on the slatted van are deeper and so instead of holes through the floor the floor is packed down between the solebars. I regret to say that the Airfix brake van is no longer obtainable and while I managed to acquire enough stock to complete the 6-wheelers and others in this series which they can be used for

*(Continued on page 120)*

