

MODELLER'S WORKSHOP

Modelling L&YR Milk Trucks

PAUL SMITH explains how he uses a template to scratchbuild vehicles in 7mm scale...

The method I am about to describe for the construction of these planked-sided vehicles is not new as I am sure others have trod this path already. The first thing is to obtain a drawing which is as accurate as possible and for this I used a drawing from the September 1986 *Railway Modeller* and another from *Historic Carriage Drawings Volume 3* edited by Peter Tatlow. Both these drawings were attributed to Barry Lane; the book has a drawing of the 4-wheeled van and the 6-wheeled version. I decided that the 4-wheeled version would be first.

The first thing to do is to make a template for the sides; this was made from strips of eighth inch thick MDF glued on to a flat piece of MDF. These strips have to be absolutely square and level. The sides of both trucks were made one above the other, that way many vehicles can be made and the modeller can be sure they will all be identical. I say this with some certainty as I have used this method for many years and have never failed. The photos should clarify this; I always think a photo is worth a hundred words.

Once these strips have set hard overnight you can now begin work on the sides proper. These are all made from the Evergreen range of polystyrene strip. The main frame is made from 60 thou x 60 thou strips. These are cut and placed into the template; it is best to aim for a gentle snug fit as if they are too tight when it comes to take the side out of the template it will certainly be damaged.

Once all the uprights are in place you can now cut and fit all the diagonals. You can at this point just cut the ends square as the gaps left can all be filled in with Squadron Putty and sanded off when all the planks are fitted. However if you want you can do what I do and cut the bearers at the correct angles; this can be done with practice and it does lead to greater accuracy. I know it cannot be seen but knowing is all in my book.

We next come to fitting the planks. Once again Evergreen comes to the rescue; I use 20 x 125 thou for the majority of the planks whilst not forgetting the wider bottom plank which is made from 20 x 156 thou. If you have trouble getting hold of Evergreen strip they have a wonderful website and you can order direct. You will save money as well; deliveries from the States take about three weeks. (You can also obtain it from Eileen's Emporium in the UK. Ed).

This is the stage of the build where you have to show patience and leave the nearly completed side in the template until the next day and then gently ease it out. I completed two sides over the weekend at the Newcastle exhibition and this included the telling of bawdy tales and passing on any modelling tips I could to anyone who wanted to know how it



The MDF template with a Diagram 117 side in the upper half, and the guidelines showing in the lower half for the Diagram 111 side.

was done.

When you have done the sides to this point you can now add the door framing. This is made from 20 thou coloured polystyrene from the Slater's range which is cut with sharp dividers; that way all pieces are the same, I use coloured styrene as, at my time of life, I cannot see white on white.

Once the doors are in place you can now tidy up the finished sides with some fine grade wet and dry paper. Next you can go around the doors and general framing with some half round plastic rod which you can buy or make some from fully round rod.

At this stage we can now do the two ends; these are scribed with a scrawker onto 60 thou plastic. The ends fit between the sides and floor which is incidentally made from 80thou plastic sheet. When this is all glued up you can leave it to dry for a couple of days and prepare the solebars and running gear.

Most of the brake gear comes from the JPL range. If you cannot find anything close to what you want then it is a matter

of making alterations to other castings in the range. I had to cut down the springs and alter the shackles on the four-wheeler but it only took an hour and I had something appearing accurate.

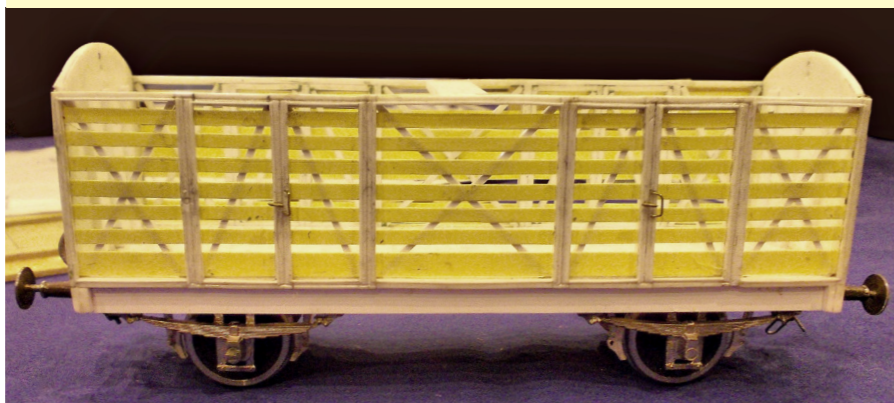
Next we fit the wheels and altered axle guards to the solebars. I always use five minute epoxy for this and once set if you have done everything correctly your vehicle will stand on its own four wheels. A quick push round a piece of track will show up any faults which may need correcting.

I will now bring the curtain down on my scribbles. The next stage is to do the underframe for the six-wheeler for which I intend adapting the Slaters six-wheeled underframe which I think is excellent as I have used this before on other similar projects

If you have stayed with me on this article and would like to have a go and you have problems please do not suffer; contact me through the Editor I will only too glad to help you.

Paul will be describing the finished vehicles in a future article. Ed.

A Diagram 111 body assembled and on its chassis.



L&YR Milk Trucks

BARRY C. LANE provides some historical details of the vehicles...

Ten 25 foot long milk trucks were built by the L&YR to Diagram 111 in 1898 (Lot Y13) on recovered 15 foot wheelbase four-wheel carriage underframes and numbered 22 to 31. New 5'6" springs, oil axleboxes, improved buffers and vacuum brakes were fitted. The body framing was inside with horizontal boarding on the outside (the reverse of what is shown in the Diagram Book).

All L&YR Non-Passenger Coaching Stock (when built) was painted in a dark brown, often described as 'lake'. This persisted until about 1908 but there is limited evidence to suggest that the normal carriage livery of tan and carmine lake was introduced on some NPCS before the Great War period. That colour scheme did not show up on the orthochromatic photographic emulsions used at the time. Either way, extremely scarce photographic evidence shows the milk trucks to be always dirty with the standard gilt letters, as applied to the carriage stock, hardly visible. The lettering 'MILK TRUCK', 'To Carry 6 Tons' and 'Tare 7.3.1' was sign

written in yellow.

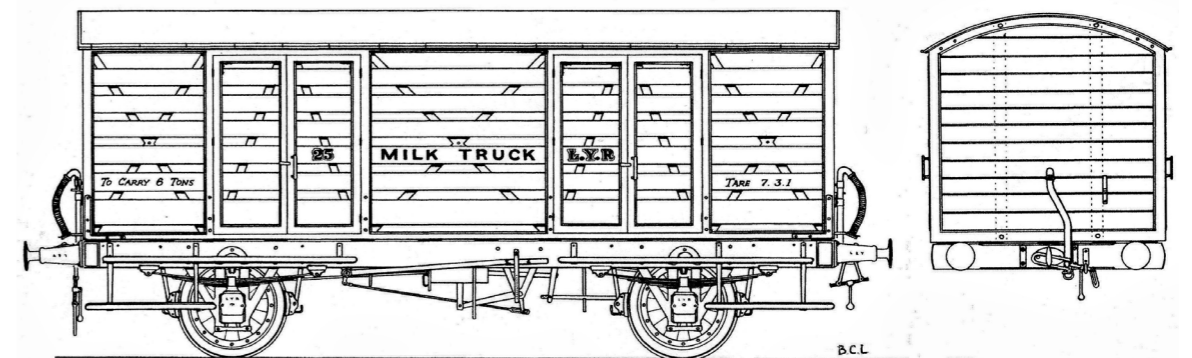
A further four vehicles, built to Diagram 117, were built in 1912 but this time on recovered six-wheeled underframes. These were numbered 32 to 35.

The milk traffic came mainly from the West Lancashire, Fylde and North Lancashire districts. As many as five milk trucks would be added to early morning trains to Manchester with the empties returning as convenient.

All the L&YR milk trucks were taken

into LMS ownership and three of the four-wheelers survived to be renumbered in 1932 as 38630-2. The last four-wheeled milk truck was withdrawn in 1938; however the six-wheeled vehicles lasted until nationalisation. No. 38634 was recorded at Willesden in 1949.

For further information, please see: 'Milk Trucks' by B.C.Lane, *Platform 20 Historic Carriage Drawings, Volume Three, Non-Passenger Coaching Stock* by Peter Tatlow



L. & Y. R. MILK TRUCK DIAG. 111

