# Ultima Model Engineering Ltd : http://www.ultima-models.co.uk
# UM/E 1026 LMS 42' CCT D 1870 (BUILT 1933 to 1937) VAN

## CONTENTS

1 etched brass floor with truss frame details and overlay solebar details.
1 set of etched brass sides with security bars for windows.
1 glazing strip for windows.
White metal castings, 2 Ends, 2 Vacuum cylinders,1 each LMS 8' battery box ,voltage regulator and dynamo.
1 aluminium extruded roof section
12 LMS plastic torpedo vents.
1 length of NS 0.33 wire
4 brass coach buffers
2 M4 screws.

To complete the model you need bogies, wheels, couplings, a bit of card or plasticard, paint, glue/solder and transfers of your choice. Suitable modelling tools including an M4 tap.

The kit of parts is designed to be used with the standard GF coach bogie, wheels and couplings as used on the original MK I coaches. It is actually an accurate LMS bogie, correct for this van. There is an excellent article on these vans in Model Railways. May 1988 by Eric Kemp on pages 232 to 235.

## SAFETY

This kit contains sharp edges, small parts and white metal components which include lead. It is suitable for adult modellers only. Always wash your hands after handling white metal parts.

## CONSTRUCTION

The kit centres around the existing cast white metal ends, but now comes with a brand new etched floor with solebar detail. The roof section needs to be cut to length to fit between the ends and the sides are supplied with a glazing strip and internal security bars for the windows. The model can be assembled using glue only but certain parts will provide a longer working life if soldered.

Start by assembling the floor section. Cut out the floor and deburr the tabs. Fold up the supporting sides 90 degrees to form a shallow U shape section (the etched text should be inside the section)

Next cut out the two bogie pivot boxes and fold. Solder on the underside of the floor section and check they are square. The holes are etched to suit an M4 tap. Carefully tap the holes with the aid of a small rechargeable drill on slow speed with a reverse switch or twist the screw carefully into the soldered pivot box to tap it. Check the M4 screws fit.

> Tip: You could fill these boxes with plasticard or epoxy putty to provide extra thread support beforfe soldering the boxes in place)

Cut out the remaining underframe parts and solder the two solebars in place. Tin the solebar overlays (NB the slots for the steps must be in line) and then solder in place. Solder the four foot steps in place and clean the assembly. Solder the two small truss frames in the centre NB one has a fold down tab for the voltage regulator casting.

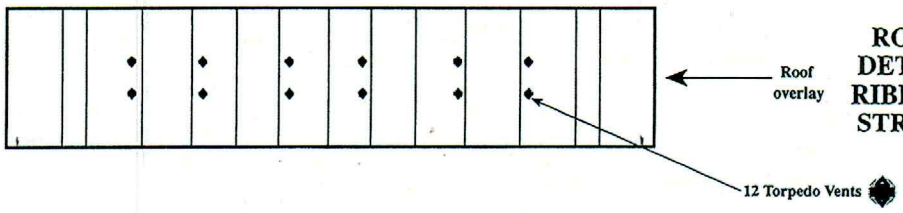
Solder or glue the V hangers in place and fit a length of wire. Glue the vacuum cylinders in place. Drill a 0.35mm hole into each cylinder and fabricate small lengths of wire to form the linkage to the cyliders and V hangers, glue or solder in place. Finally glue the battery box with packing strips in place , the voltage regulator casting onto the tab and the dynamo at one end. Clean, fit bogies and test the chassis on a piece of track to ensure it runs okay.

Now cut small packing strips for use with the cast ends and glue in place with an epoxy glue. Ensure the castings sit square at 90 degrees to the floor (the roof cut to the correct length and fitted temporarily will add useful support. Glue the buffers in place at the same time with an epoxy glue. Once set carefully file the top of each buffer to form a clipped shape. This was done on the vans to aid lowering the bottom section of the end doors which rested on the top edge of the buffers) a useful tip is to pre tin the buffer heads with a light flash of solder so that once painted any chips will reveal a dull metal colour, just like the real thing.

Mark out the roof with the template and centre mark the hole positions, followed by drilling holes (0.8mm)for the torpedo vents. Thoroughly clean the roof and fit transverse ribs, use 0.25mm self adhesive lining tape (Freestone Models) Apply carefully taking care not to stretch the tape as it will peel back if over stretched. Cut and fit the vents in place with an epoxy glue from the underside of the roof. Ensure the vents are set correctly (see roof plan) Paint the interior with a dark matt colour to eliminate the metal surface from been seen and then glue the roof section place, check that it is square before the glue sets. Paint the ends and underframe matt black including the solebars and buffers.

Clean and then paint the sides to your colour scheme, and add transfers for numbers (Thin coats are best to minimise loss of detail) Fit and glue in place the glazing strips and security bars to the inside of each side. Finally ensuring the inside is clean and free of dust glue the sides in place ensuring they line up correctly with the ends. The bogies can now be fitted and your model should be ready for use.

# UM/E 1026 LMS 42' BOGIE PASSENGER LUGGAGE VANS
# -UNDERFRAME & ROOF LAYOUTS PLUS ASSEMBLY DETAILS




**ROOF DETAIL- RIBBING STRIPS**

**2" wide steel ribbing -use 0.5mm self adhesive lining tape (available from Freestone Model Accesories.28- OX8 6HH)**

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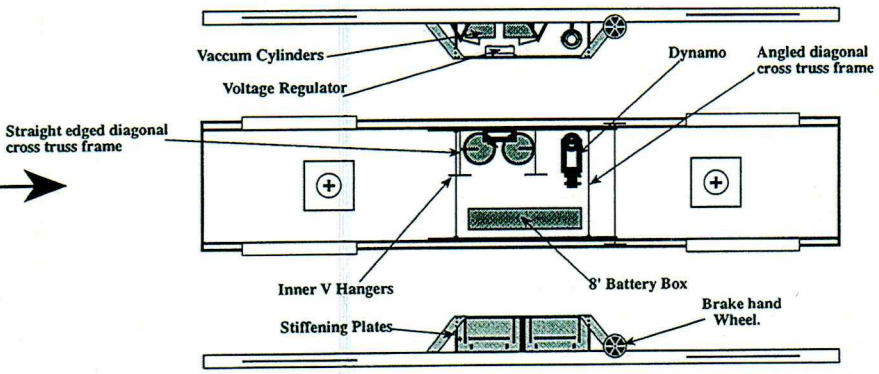


**UNDERFRAME DETAILS.**

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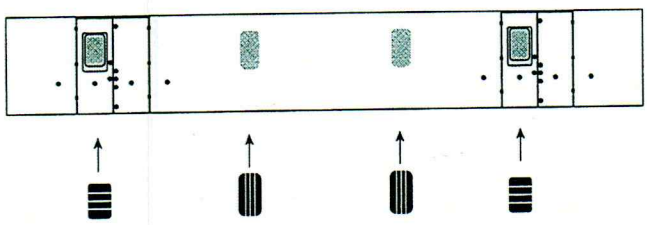

**SIDE DETAILS.**

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UM/E 1026 LMS 42' CCT VAN
(Diagram 1870 built between 1933 and 1937)

These vans (some 240) were built at Wolverton and Derby in the mid to late 1930's to provide an all round parcel vehicle with side and end loading doors, the latter the reason for the CCT classification. They lasted well into the BR days with disposals starting from mid 1960's onwards, with one still surviving at Euston Station until the mid 1990's as a refuse collection point. When built the initial batch was finished in the lined LMS P3 livery. In BR ownership they carried Maroon, Crimson and BR Blue liveries with running numbers from 37700 to 37939. Only one example has survived and is preserved in Scotland. A detailed drawing, with lot numbers can be found in Volume 3, Historic Carriage Drawings by Peter Tatlow on page 35 and Lima produced a very accurate model in OO during the 1980's

The photograph below is published with the kind permission of Paul Bartlett.

**M37794 LMS 42ft. CCT. unknown date - mid 1950s?**