

Rumney Models LMS/LNER/BR Gunpowder Van Kit

6 kits covering the Morton/Independent braked vans built by the LMS, LNER and BR. All variations are covered including RCH and BR Axleguards, Independent and Morton brakegear and two arrangements of vacuum braking.



Due to the way the kit is constructed and, mostly to keep the price down and avoid waste, it has not been possible to provide parts for all variations within 1 kit. There are therefore 6 kits to choose from. Essentially, it's the same kit but with different solebars and details to make sure it's all nice and accurate.

The Menu

- **PC.55A** - Unfitted Independent brake - RCH axleguards - **LMS and LNER vans as built**
- **PC.55B** - Unfitted Morton brake - BR axleguards - **Early BR vans as built**
- **PC.55C** - Morton vacuum brake - BR axleguards - **Vans built new by BR with vacuum braking - lots 2544, 2689 & 2872 only**
- **PC.55D** - Retrofitted Morton vacuum brake - RCH axleguards - **LMS and LNER retrofitted vans**
- **PC.55E** - Retrofitted Morton vacuum brake - BR axleguards - **BR retrofitted vans**
- **PC.55F** - Retrofitted Morton vacuum brake - BR axleguards - **LMS and LNER retrofitted vans**

£39 each

The kits need to be sent small parcel rather than large letter which means they will cost more to send. There will be a Postage & Packing surcharge of £2 for these kits on top of the usual postage charge. Therefore, postage will be charged at £5.50 per order rather than the standard £3.50 rate.

When ordering there is flexibility in the axleboxes and, to a certain extent, buffer housings included with the kit. I will include something appropriate to the kit but if you want something specific then please ask. The full range of Rumney Models axleboxes is available along with 3D printed 2 and 4 rib buffer housings (including those with extended collars found on some retrofitted examples) Oleos and Dowty's. I can't do self-contained buffers. Lanarkshire Models is your port of call for those.



The kits are a mixed media affair, mainly in 3D printed resin but with a sprung brass 'under frame', roof (for a prototypically thin look) and detailing parts along with a cast whitmetal vacuum cylinder (where appropriate). You will need wheels/bearings, buffer heads, coupling links (hooks and Instanters are provided) or screw couplings (Rumney Models B.96 for these) and some ingenuity/material for the door chains along with paint and transfers. The padlocks now come printed in place.

Worthy of note are a 3-part 3D printed body with only a couple of visible supports to clean up, 3D printed solebars and proper hollow brake pull rods. Faster to build than a conventional etched kit (I've managed to do three!) but with brass in all the right places for a wagon that looks the part and a kit you'd expect from Rumney Models.



All in all, much more fun than opening a box to discover Rapido's recent attempt within...

Prototype Notes

By the 1920s British Gunpowder vans were basically built to a common RCH drawing. The GWR, always wanting to be different, built modified this slightly, but those built by the LMS, LNER and BR were essentially the same save for differences in axleguards, brakegear and latterly the addition of vacuum braking. Early LMS wagons to diagram 1665 were rated at 7 tons but these were later upgraded to 11T which is what everything else was built to carry. They were never numerous, but they were long lasting. The following is a summary of the wagons built that are covered by this kit. I have grouped the information to be relevant to the various kit options that are offered.

LMS built vans - All built unfitted with Independent brakegear (Kit PC.55A)

Diagram 1665 - Built 1923-33 - 95 Wagons - Random number - Lots 27, 109, 415 & 709
Built 1936-39 - 65 Wagons - 701000-64 - Lots 923, 1027 & 1200

Diagram 2093 - Built 1943-48 - 35 Wagons - 701065-99 - Lots 1337 & 1474

LNER built vans - All built unfitted with Independent brakegear (Kit PC.55B)

Diagram 22 - Built 1925 & 1944 - 5 Wagons (1926) - 147507-11 & 20 Wagons (1944) - 260928-47
The wagons built in 1944 were actually built by the LMS at Wolverton to their diagram 2093 under lot 1349 for the LNER.

BR built vans - Unfitted Morton 2 shoe brakes

Diagram 1/260 - Built 1954 - 40 wagons - B887000-39 - Lots 2490 & 2499

BR built vans - Vacuum fitted Morton 4 shoe brakes from new (Kit PC.55C)

Diagram 1/260 - Built 1955/6 - 80 wagons - B887040-119 - Lots 2544, 2689 & 2872

These vans had the vacuum cylinder in a conventional position mounted so that some of it was within the underframe. They had an unusual arrangement for the vacuum cylinder actuator which was of much heavier construction than usual and had its own built in 'safety pillar' that made absolutely sure there was no chance of it causing an accident if it failed. BR obviously decided the arrangement wasn't worth continuing with as it didn't feature on the retrofitted vans.

Large numbers of unfitted gunpowder vans, though by no means all, were retrofitted from the mid-1950s. All were given Morton 4 shoe vacuum brakes with the vacuum cylinder slung completely underneath the underframe. LMS and LNER vans were converted (**kit PC.55D**) as well as BR unfitted examples (**kit PC.55E**). Some LMS and LNER vans in the latter half of the sixties had their axleguards changed for the BR type (**kit PC.55F**).

In addition to all this variety at least one LMS built van (M299042) was given through vacuum pipes and screw couplings whilst retaining its Independent brakegear.

As far as I can make out withdrawals of the unfitted wagons began in the 1960s. Vacuum fitted vans (including LMS built wagons) lasted into the 1980s.