

# MERIDIAN MODELS MM4

40, MORELAND AVENUE

BENFLEET, ESSEX, SS7 4HB

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## TALYLLYN RAILWAY CO.

### NO.1 'TALYLLYN'

#### HISTORY

This kit represents No. 1 'Talyllyn of the Talyllyn Railway, a 2' 3" gauge railway that runs from Tywyn to Nant Gwernol, Gwynedd, Mid Wales. No.1 was built by Fletcher, Jennings & Co. In 1864 as an 0-4-0 saddle tank with an open cab and delivered to Towyn in 1865. Two years later in 1867 it was returned to its makers for modifications to an 0-4-2 and fitted with a front cab sheet or weather board; some time later it was fitted with a full cab. In this form - as our model is intended to depict - it was used in service until 1946 when it was withdrawn pending repairs. After the formation of the Preservation Society in 1951 the possibilities of a full rebuild were assessed. In 1957 - 1958 the loco was rebuilt with many new parts by Gibbons Bros. of Dudley, Worcestershire and returned to the railway. However, it suffered some mechanical failures and was withdrawn from traffic from 1968 to 1972 and rebuilt once again by the Railway's own workshops at Pendre. The opening of the extension to the railways line to Nant Gwernol in 1976 brought further problems for No.1 and once again the loco was taken out of service in 1982. Tighter radius curves on the new section were seen as the cause. With further modifications the loco was once again in use by late 1986 and is now in regular use.

#### BIBLIOGRAPHY

The Talyllyn Railway Boyd J. I. C. Wild Swan Publications Ltd.

Great Preserved Locomotives No. 6 Johnson P. & Ian Allan Ltd  
'Talyllyn and Dolgoch' Weaver R.

Talyllyn Handbook, Talyllyn Railway Souvenir Guide Book

Talyllyn Railway Locomotives & Rolling Stock, Bate, Mitchell and Adams  
Cheona Publications ISBN 1 900298 21 X

#### BEFORE YOU BEGIN

When first issued this kit was designed to use the Spanish made Ibertren 0-4-0 'Cuckoo' N scale locomotive chassis as its power unit. Regrettably this popular unit that launched a thousand 009 locos is no longer commercially available. Some do come onto the second hand market from time to time. The kit instructions illustrate this chassis and the modifications required for correct fit

#### BUILDING NOTES

Read and study thoroughly both the instructional notes and the recommended stages of building, using the list and diagram of the parts supplied. The strongest method of assembly is by soldering together the white-metal parts with suitable low melting point solders and fluxes. This is an ideal method that gives a quick and a robust result. In addition the searching action of the solder normally acts as a filler. It is recommended however that small detail parts should be glued in place. The body may be glue assembled using quick setting epoxy resins or cyanoacrylate superglue variant. Make certain that parts are clean of any grease or dust before fixing with this method. Clean any flash or mould lines from castings only after checking that to do so will not interfere with the fit or appearance part. White-metal is easily marked by careless or over zealous use with cutting tools. A sharp knife will remove most flash or using wet and dry paper wherever possible to attain a smooth finish. Use filler, epoxy putty (Milliput) if any gaps are present. Smooth filler with wet and dry paper (400 grit or finer) available from most car body shops Halfords etc.

#### IBERTREN CHASSIS

Should an Ibertren 0-4-0 chassis be used the modifications for this are shown in stages C.1 to C.7. Dismantle the chassis as shown, place the pick-up plate and cylinder / valve gear carefully aside. Discard other parts. Drill for front body fixing bolt (C.4) Fit new cast cylinder block (C.5) trial fitting first, it may be required to file the die cast chassis block to ensure correct alignment of wheel centres to cylinder centres. Cut pick-up plate and pick-up phosphor bronze and retain scrap metal strip for use in stage (C.7). Replace modified pick-up plate and valve gear units into new cylinder block (The front of the cylinder end plates have small cast 'plugs' which are included but not shown on the diagrams) Retain trailing wheels with a short length of phosphor bronze strip. Replace motor and test run.

#### BODY ASSEMBLY NOTES

Before commencing assembly it is recommended that you decide on what modifications to the loco you may need to carry out to depict if modelling a certain period in the loco's long life. For example, up to 1958 only one handrail was fitted to the left hand side, a welded saddle tank with out rivets. With no running plate except for a thin strip on the left hand side.

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After re-build in 1958 when returned to traffic it had acquired :- Two tank hand rails. An additional sand-box a full running plate with wheel splashers and the brass plated dome cover. See 'Great Preserved Locomotives No. 6' pages 34 and 35 for before and after!

B.1 :- Ensure firm fixing of nut and check bolt for fit

B.2 :- Drill holes for tank handrails to suit period modelled.

B.3 :- Part 'D' rear buffer beam has footsteps.

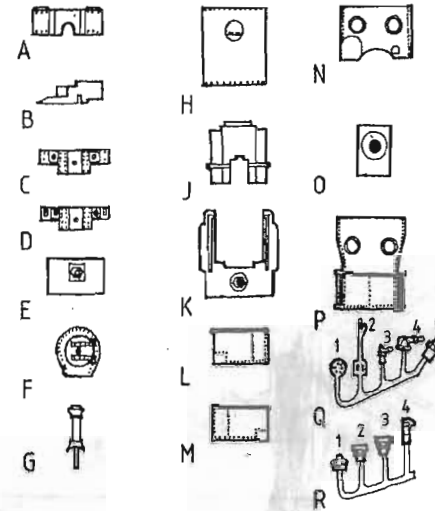
B.4 :- The regulator handle may be fixed to the top edge of the boiler top in the "2 o'clock" position for the handle.

B.5 :- The front and rear sub-assemblies have minimal interface and, to ensure a strong joint, soldering is highly advised

B.6 :- Etched brass plates. No. 1 has carried up to seven cast brass plates at one time. All are supplied on the brass frets, however, the position of these varies and B.6 shows them as at January 1989 with the exception of the large oval cab side plate. The nameplates were fitted from 1958 onwards, the large oval plate commemorates its re-build by Gibbons and were not fitted after its 1982-86 rebuild. The works plates, with the scalloped edges have moved around the bunker sides and sometimes only one or none has been carried. The small oval plate ( T. 1.R.) of which only one has been fitted from 1958 onwards.

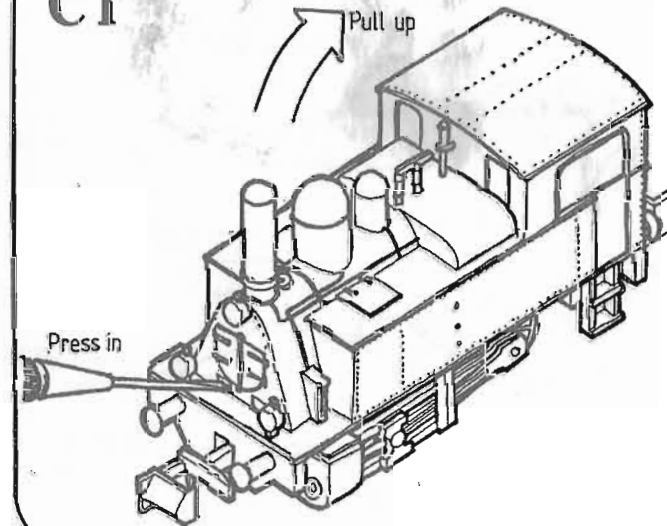
## White metal parts.

Other parts-2 handrail knobs,wheels  
2 brass frets,wire.

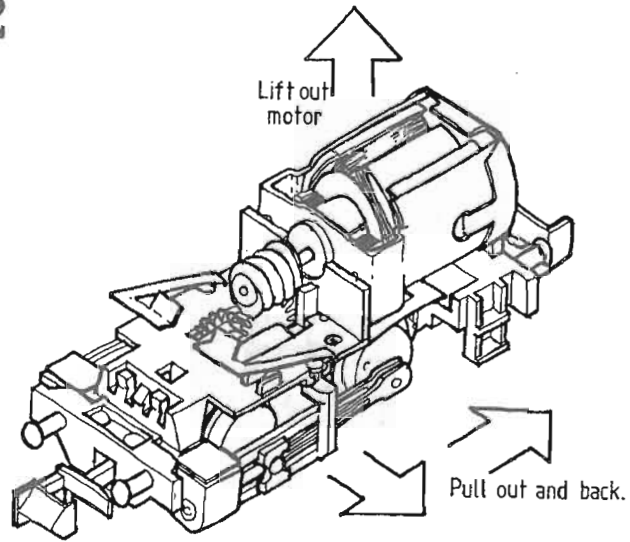


- A - Cylinder block.
- B - Chassis extension.
- C - Front buffer beam.
- D - Rear buffer beam.
- E - Front running plate.
- F - Smokebox.
- G - Chimney.
- H - Saddle tank.
- J - Tank base.
- K - Footplate.
- L&M-Bunker sides:
- N - Cab front.
- O - Boiler top & dome.
- P - Backplate.
- Q - Small parts. 1.Brakewheel. 2.Reversing lever 3.Smokebox handle. 4.Regulator 5.Whistle.
- R - Small parts ( 2off) 1 Sandbox. 2&3 Buffers. 4. 009 Hook.

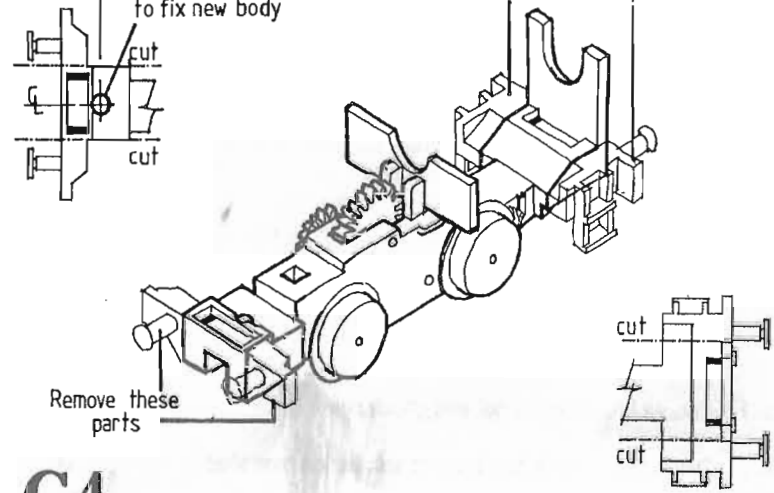
## C1



C2

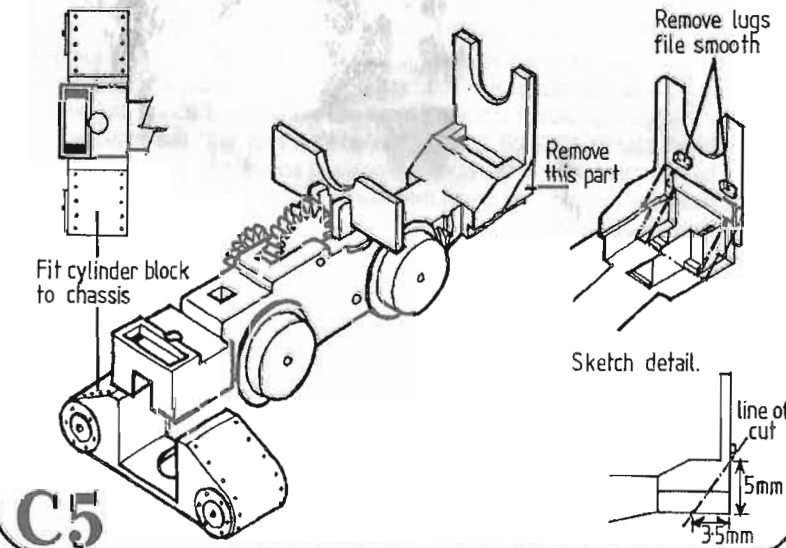
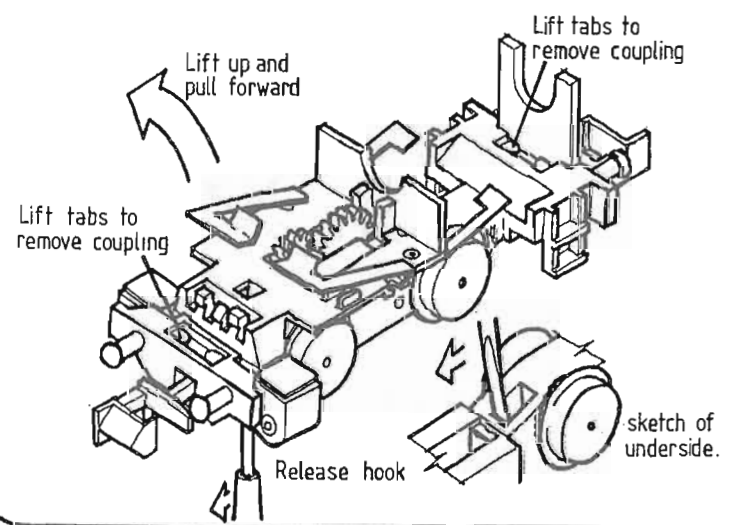


3.5mm  
Drill (N° 50) for bolt  
to fix new body

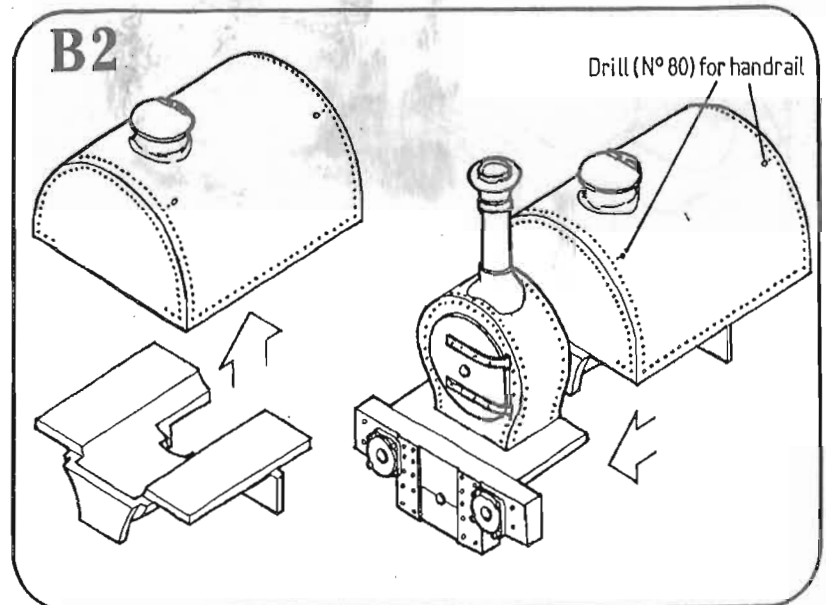
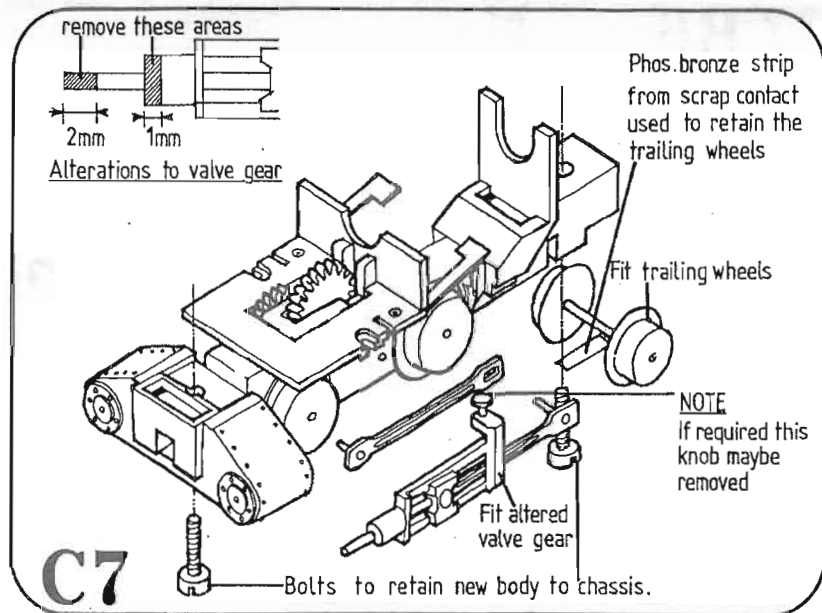
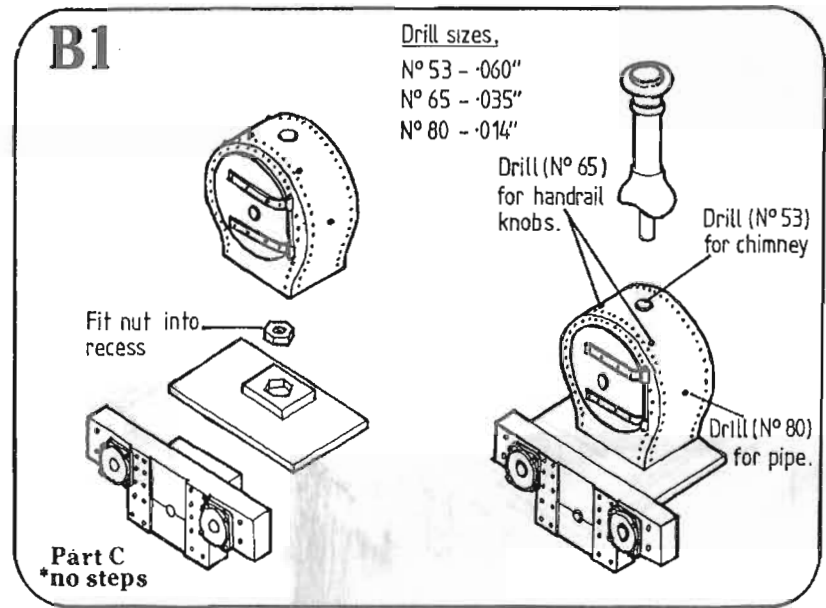
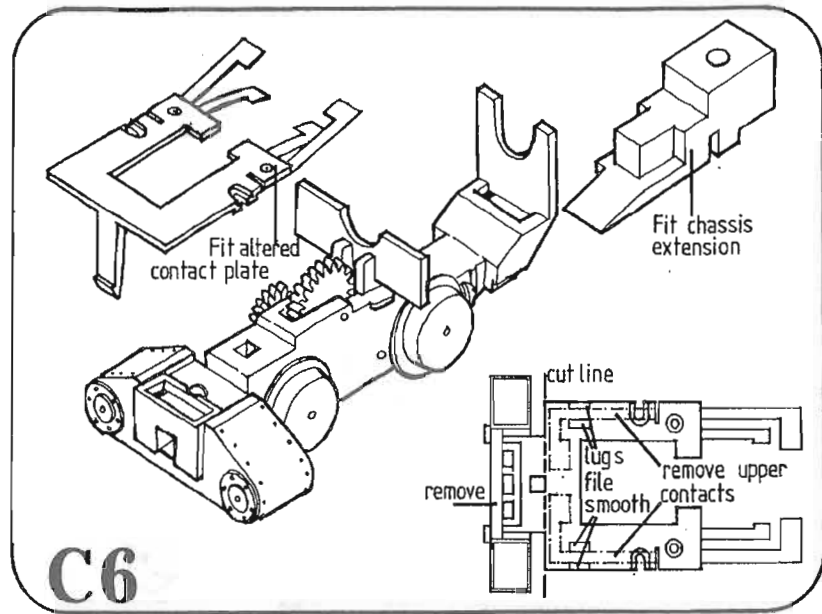


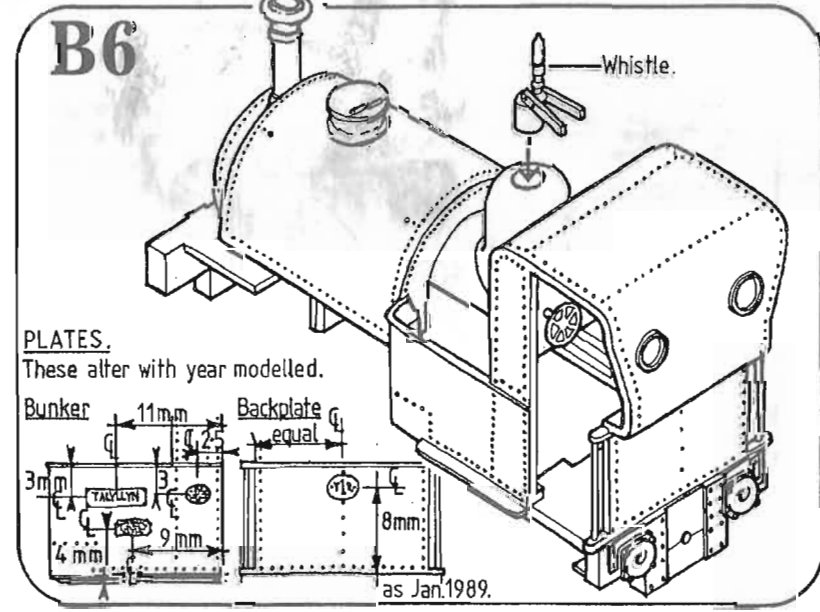
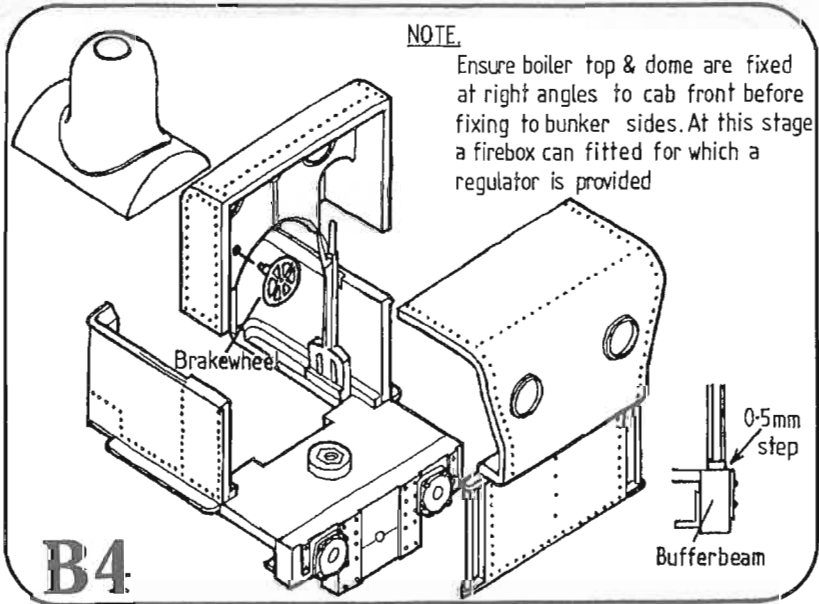
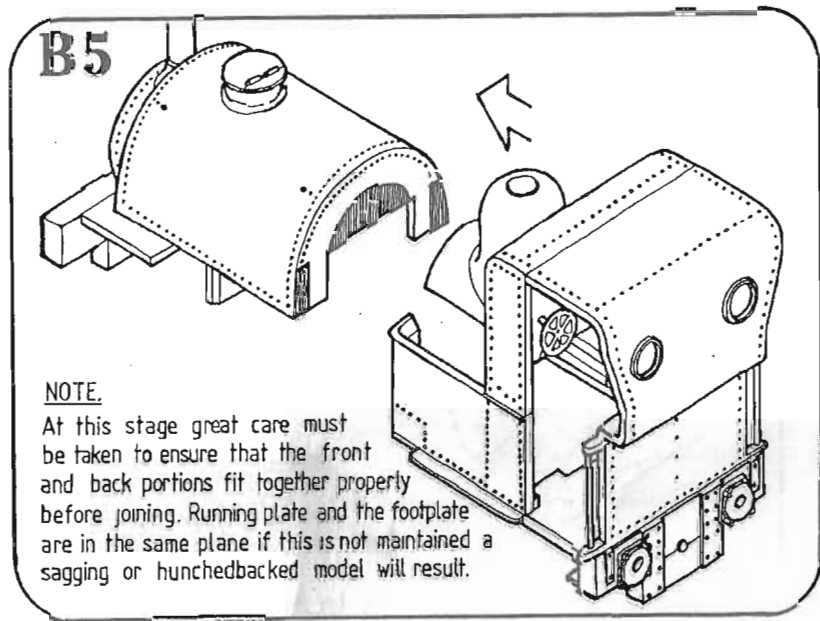
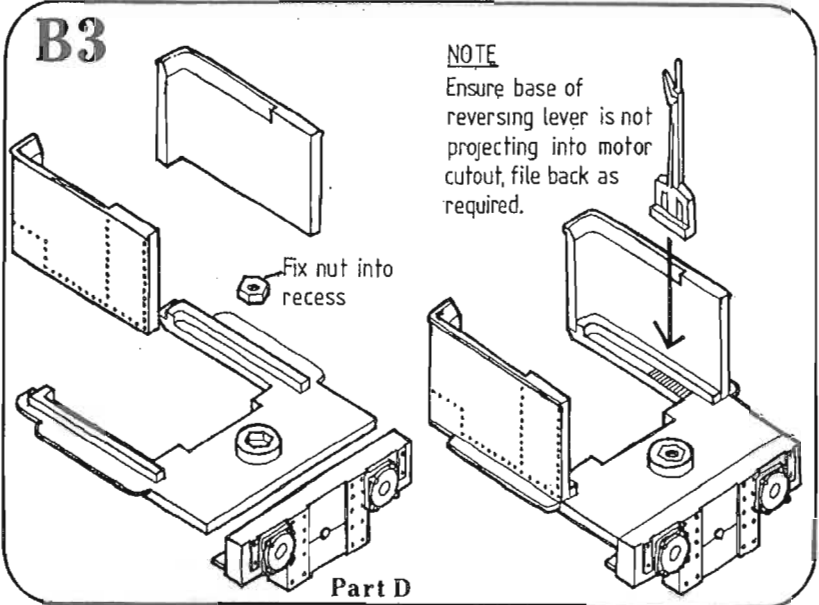
C4

C3

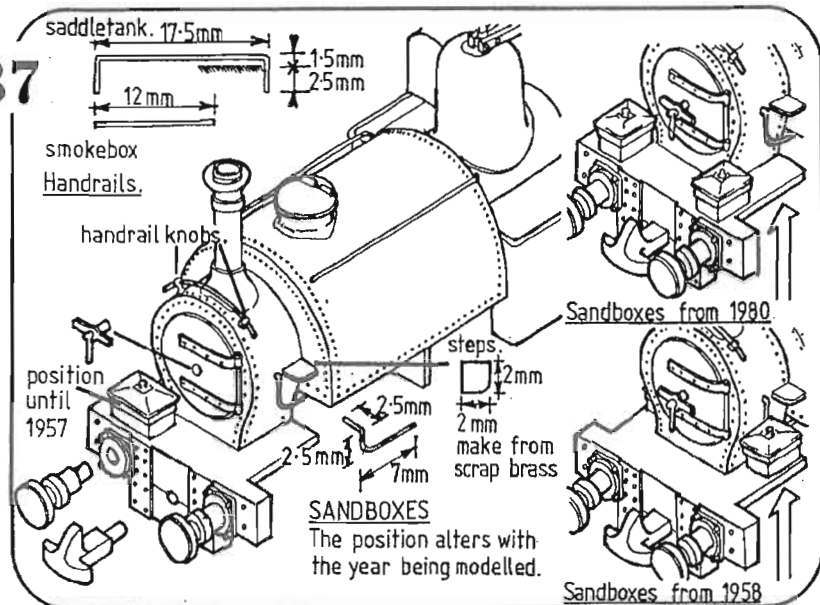


C5







**B7**

### PAINTING AND FINISHING DETAILS

Carefully wash the body to remove grease and metal residue and prime (Halfords Grey acrylic car primer is recommended).

Study of the recommended publications in the bibliography will show varying opinions on the liveries carried by No. 1. The present day scheme can be stated with certainty :-

Deep Bronze Green with black borders and yellow lining.

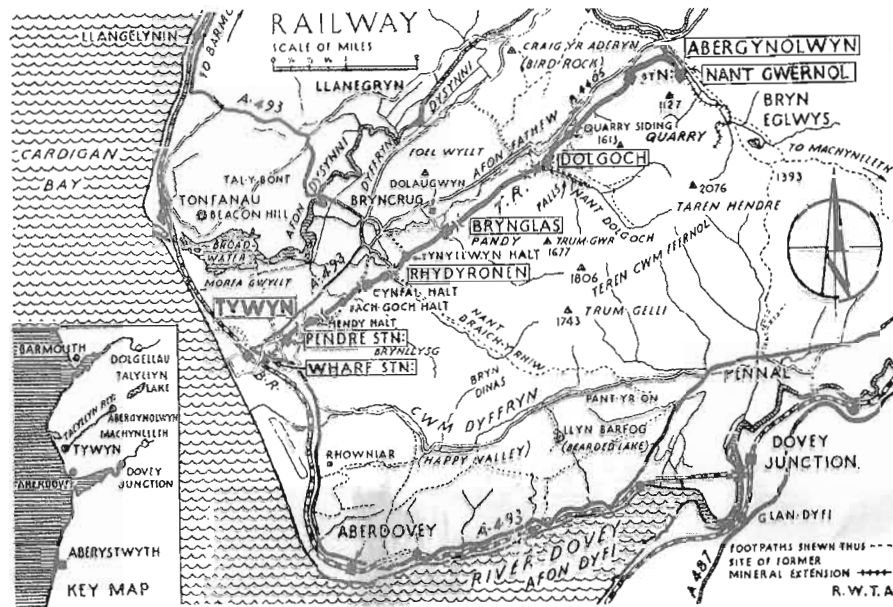
Black :- Smoke-box, chimney, cab roof, footplate and front apron, sandboxes, cylinder covers front and rear, interior of cab to bunker level and tank handrails.

Cream :- Interior of cab above bunker level.

Polished Steel :- Slide-bars, crosshead, smoke-box door hinges and strapping.

Brass :- Front handrail, spectacle rims and whistle. From 1958 to 1968 the steam dome cover was brass plated but is now painted green as built.

We highly advise the use of an air-brush for painting, even the most basic of which will give a much better finish than hand brushing and will avoid that 'just dipped in a tin' look. Thinly airbrushed coats of acrylic paint will also not obscure the fine surface detail on castings.



## The Talylyn Railway needs YOUR Support!

Join the Talylyn Railway Preservation Society and help to preserve and operate this historic line.

Full details available on request (Address below).

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