

The Penrhyn Railway (1879-1962) carried quarry output from the workings at Bethesda to Porth Penrhyn. Coal was brought by sea to the port and was delivered by rail to the quarry and locations on route for a variety of uses: blacksmiths, pumping engines, domestic and office heating. The first wagons for this traffic were in use when the line was horse drawn, the Penrhyn Railroad (1801-1879), a batch built in 1856/7 form the subject of this kit. A feature of this design is the heavy timber 'rubbing strake', these kept open the level crossing gates whilst the train was in motion. The wagons were in use at the end of steam haulage, although other types of coal wagons had been built. The last, of all metal, in 1956 with end doors. Examples of the wooden 1856 type have been preserved. NO. 1A may be seen at Penrhyn Castle Museum.

BUILDING NOTES

The exploded diagram (overleaf) shows the assembly in detail, but the following notes may be useful. Remove parts from 'sprue' carefully, cut, DO NOT break off. Assemble floor to one side and fit one end, dry fit first to check. Ends are inset and butt to floor, the top rail of the end projects beyond the width and rests on the top of the sides (see header card illustration) and is NOT flash! Fit second side, ensure squareness in plan and side elevation and, trapping wheelsets in the process, fix in place.

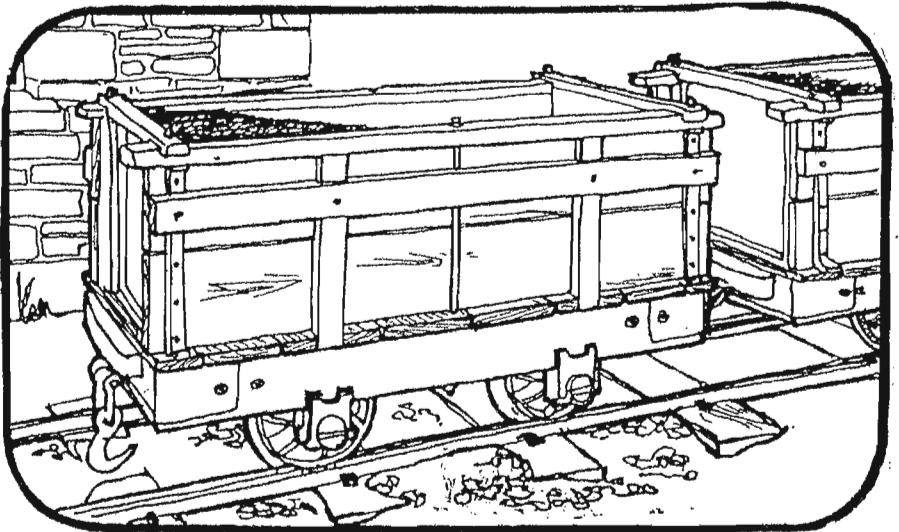
Mouldings are supplied to fit 'Bemo' loops (not included), epoxy resin brass wire to locating pips and trim to length. Fluid cement is recommended for the assembly of this kit, e.g. (MEK PAK).

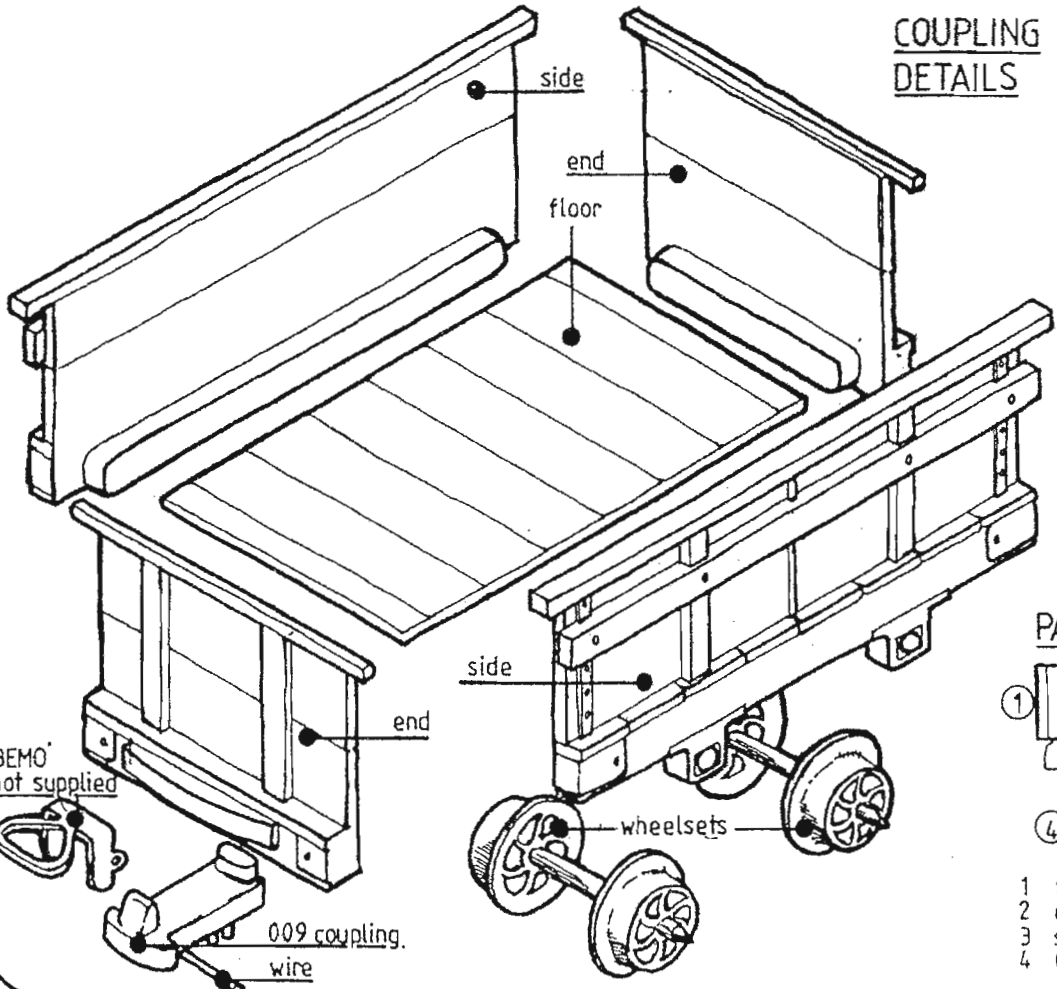
PAINTING DETAILS

Red Oxide or Light grey:- body, underframe

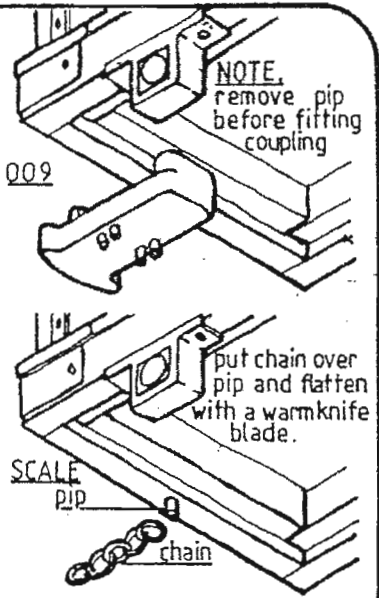
Black:- Axleboxes, ironwork and front face of 'buffing' strake

Note: the Penrhyn Castle Museum vehicle has a black underframe and body interior.

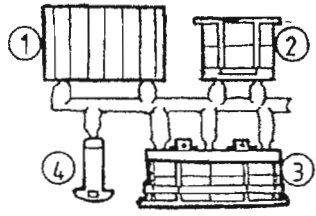




COUPLING
DETAILS



PARTS (2 sprigs per wagon)



- 1 floor
 2 end
 3 side
 4 009 coupling
- PLUS
 2 wheelsets