

MERIDIAN MODELS MPM12

40, MORELAND AVENUE

BENFLEET, ESSEX, SS7 4HB

TALYLLYN RAILWAY CO. COACH NO.4

HISTORY

The Talylyn Railway's coach No. 4 was constructed by the Lancaster Carriage and Wagon Company Ltd. in 1866. This was the last of the passenger vehicles to be built for the old company and is still in regular use on the preserved line today (2002) in a slightly altered condition. This kit represents the coach as originally constructed, with low height doors, external cross bracing on the ends, side paneling with external framing and flush doors. Post 1925 various rebuilds and modifications to the body have been carried out.

BUILDING NOTES

The exploded diagram shows the assembly method in detail, but the following notes will be of use. Remove parts from the 'sprues' with care, cutting off with a sharp knife or side cutters. Never break them off by bending. Carefully sand away any remaining flash or moulding marks with fine grade wet and dry papers. A fluid solvent, for example Slaters Mekpak, is recommended for this kit applied with a fine brush,

BODY

First clean out the slots in the floor to ensure a clear fit of the wheels sets. Prior to assembly of the sides and ends paint the edges of the windows and droplights. Glaze by cutting from the material supplied, using the minimum of solvent applied to the **inside** of the sides and set aside to harden. Next fit one end and side to the floor, fit seat backs and second end. The interior can now be painted before fitting remaining side and seat planks. Paint seats and fit roof, light sanding may be required to ensure a good fit.

UNDERFRAME

Fit one sole bar and one buffer beam, noting that the mounting holes for the buffers are off center. Ensure squareness and set aside to dry thoroughly. Drop in wheel sets and fit second sole bar ensuring squareness of fit and that the wheels revolve freely, fit remaining buffer beam and set aside to dry. Footboards are best fitted after painting the underframe.

COUPLINGS

The Greenwich Coupling system of auto-magnetic coupling is highly recommended for this kit and all small scale narrow gauge models. It offers hand free shunting and is designed to be compatible with other popular designs. For details see below. Provision for mounting BEMO couplings (not supplied) is by raised bosses on the underside of the floor. Fix in place with epoxy resin or UHU type glue. If using BEMO coupling it will be necessary to file off the underside of the loops to clear the rail head. For further details and prices contact:-

G & D N G R S c/o 13, Rawlins Close, Addington, Croydon, Surrey CR2 8JS

BUFFERS

Lost wax brass castings of the correct type are supplied, three webs and three-bolt fixing. Gently push fit into the buffer beam with one web at twelve o'clock high. Secure with cyano (super-glue) as required.

PAINTING NOTES

Talylyn Railway Co. - Dark Chocolate Brown; - Ends and framing on sides.
Dark Red/Crimson Lake; - Sides, Doors and louvers.
Black or Dark Grey; - Underframe, Axle Boxes, springing, buffers/beams and roof.
Varnished wood / Brown; - Interior and seating units.
White; - Underside of roof.

BIBLIOGRAPHY

Study of the following is recommended; -

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

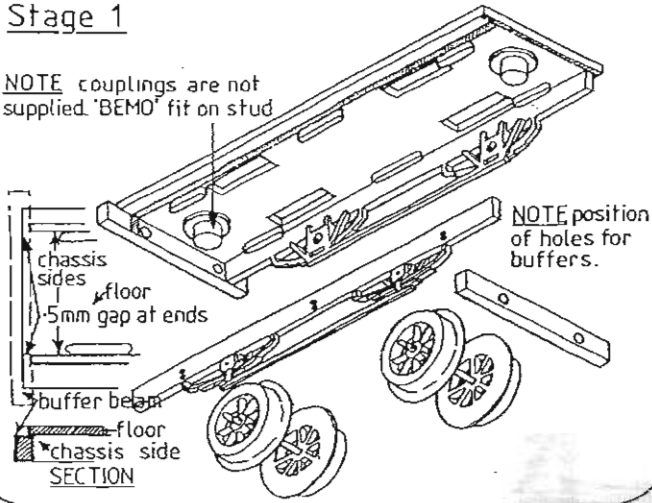
The Talylyn Railway Boyd J. I. C. Wild Swan Publications Ltd.
ISBN 0 906867 46 0

This is highly recommended as the best source of reference to the history and development of the Talylyn Railway from 1865 to 1951. The book is profusely illustrated with photographs and drawings. Together with highly readable text by author James Boyd makes this the standard work on the 'Old Company'

We are grateful for assistance of fellow members of the TRPS in the preparation of this kit. Our thanks also to Paul Karau of Wild Swan Publications Ltd. for kind permission to reproduce the scale drawings from James Boyd's book.

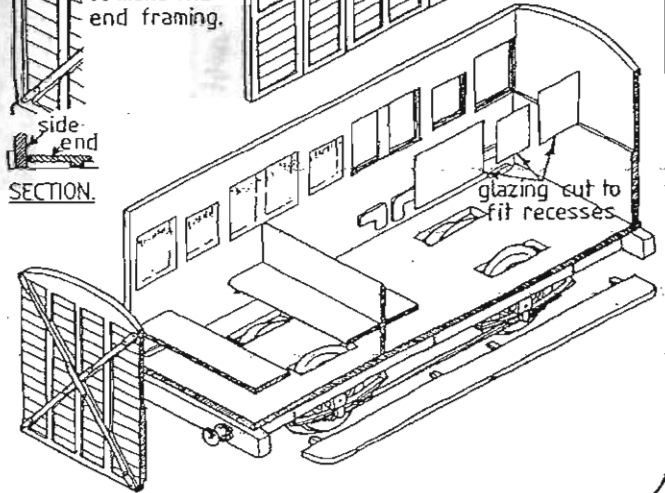
Stage 1

NOTE couplings are not supplied. 'BEMO' fit on stud

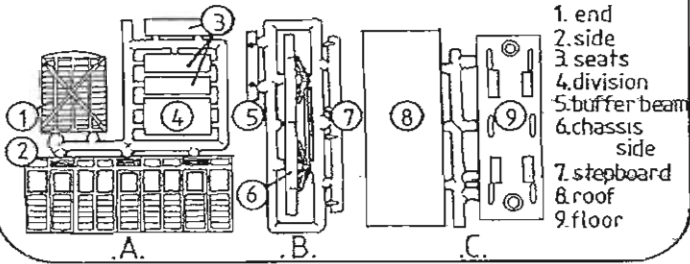


Stage 2

NOTE the end is inset so as to make the end framing.



Parts. [2 frets 'A' & 'B', 1 'C' plus wheels, buffers & glazing.]

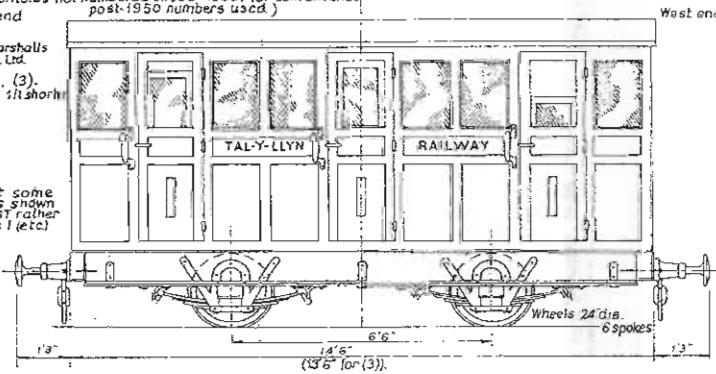


Passenger Rolling Stock

(Vehicles not numbered c1900-1950; for convenience post-1950 numbers used)

Brown Marshalls & Co. Ltd.
(1), (2), (3).
(3) was 111 short

Class at some periods shown as F1A1, rather than as 1 (etc)



Lancaster Wagon Co. Ltd.
(4).

Tops of doors were originally level with tops of windows. Later heightened as shown to control rail with louvre panels which were replaced before 1923 by plain panels.

