

MERIDIAN MODELS MPM16

40, MORELAND AVENUE

BENFLEET, ESSEX, SS7 4HB

TALYLLYN RAILWAY CO. COACH NO.3

HISTORY

The Talylyn Railway's coach No. 3 was constructed by Brown, Marshall & Company Ltd. This was the first of the passenger vehicles to be built for the 'old company' being delivered in January 1866. Later that year two similar vehicles were received from the same builder, both were slightly longer (by 6 inches) and also higher. These were to become coaches Nos.1 and 2, although the vehicles did not always carry numbers in the early part of the 20th Century, since preservation in 1951 these numbers are current (2003) usage.

No. 3 has been variously an all 3rd class – two 3rd /2nd and two 3rd /1st with the full height partition separating the classes!

BUILDING NOTES

The exploded diagram shows the recommended assembly method in detail, but the following notes will be of use. **INJECTION MOULDED PARTS** - 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. **ETCHED BRASS PARTS** - The etched frets supplied with this kit in 12 thou' brass provide parts for body, interior seating and numerous small details. The etching process leaves a fine raised lip or cusp on the edge of parts which can be removed with gentle strokes of a fine cut CLEAN file. But do this before bending up of any parts.

Remove parts from frets only as and when required. This not only keeps them flat but helps to prevent part loss. Parts should be cut out using a SHARP craft knife cutting onto a wood board (plywood or chipboard). Hold gently with hand pressure and cut away from fingers! We can replace kit parts but not diglts.

NOTE:- When cutting out etches your eyes should be protected, use safety glasses or eye shields.

Bending up of etched parts requires hand and finger pressure only. Holding parts with tools if needed with packing, card to protect raised detail.

UNDERFRAME

Fit one sole bar and one buffer beam to floor. Ensure square-ness 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.

COACH BODY

The assembly instructions assume that soldering the etched parts together is the method used and results in a rigid unit. Begin by assembling the seating units to the partitions deciding first whether you want full height or only half height partitions. If using half height, then bend up parts (11) and solder them to the partitions (see diagram). If using full height then solder parts (12) at a height of 13mm from the bottom of the partition (see diagram again). Add the seating units and put aside.

Taking the ends (4) solder part (17) and (15) in place then add part (12) and (13) on the inside. Next take one side (1) and the window strip (2) and solder in place. It is essential that all the etched holes line-up This can easily be done by pinning through the two parts into a piece of board. If necessary open a couple of the holes in each piece to do this (Don't overdo it!). With this method everything WILL line up.

Forming the 'tumblehome' (the slight inward curvature of the lower body panels) is next and this is achieved by rolling the side with a piece of dowel or something similar on a mouse mat until the side matches the end profile. The tabs top and bottom should now be bent inwards and part (3) soldered along the bottom, half-etched side out. Add door handle plates (5), door handles (6), grab handles (9) and hinges (7&8). Note hinges (8) are for the bottom of the door. After all are fitted clean up and smooth of the inside so that the glazing will fit correctly. Spare small detail parts are included, so don't worry if the part goes 'ping' and disappears!

The prepared body sections can now be assembled so begin by fitting the two partition units in place onto one side of the coach, then add the other side followed by the ends. The previously assembled chassis should now be fitted. Strapping parts (14) should be glued in position so they finish flush with the bottom of the buffer beam. Don't even attempt to solder these as plastic has a low melting point!

The glazing should be left until painting is complete and then slid into place. It may be easier to fit if put in two parts. Fit the roof (16) after rolling it to the correct curvature and the coach is finished.

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.

Greenwich Couplings from: G & D N G R S c/o 14, Firsby Avenue, Shirley,
Croydon, Surrey, CR0 8TL

BUFFERS

Lost wax brass castings of the correct type are supplied, Brown, Marshall two bolt fixing. Gently push fit into the buffer beam and 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.
Black or Dark Grey; - Underframe, Axle Boxes, springing, buffers/beams and roof.
Varnished wood / Brown: - Interior and seating units.
White; - Underside of roof.

BIBLIOGRAPHY

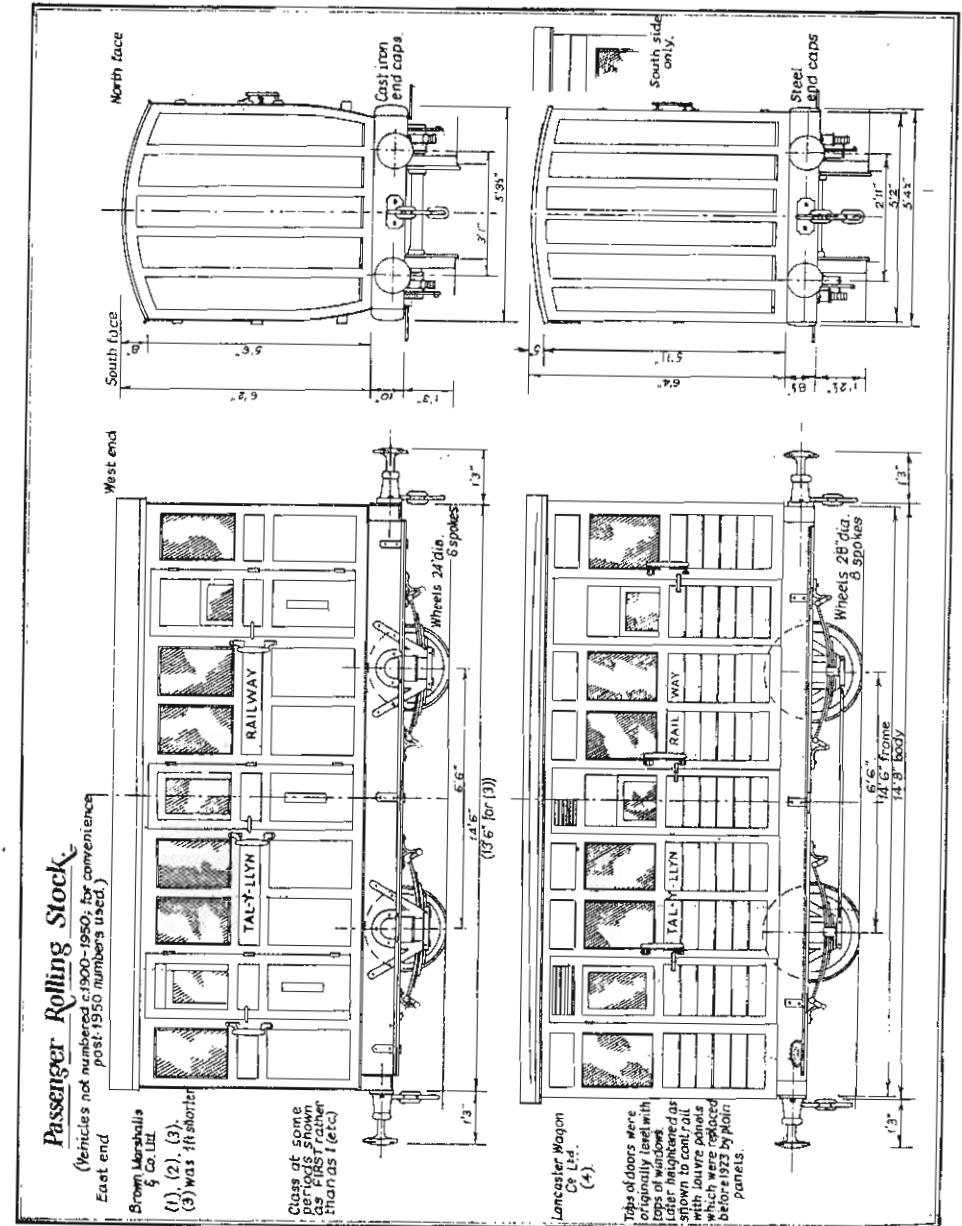
Study of the following is recommended; -

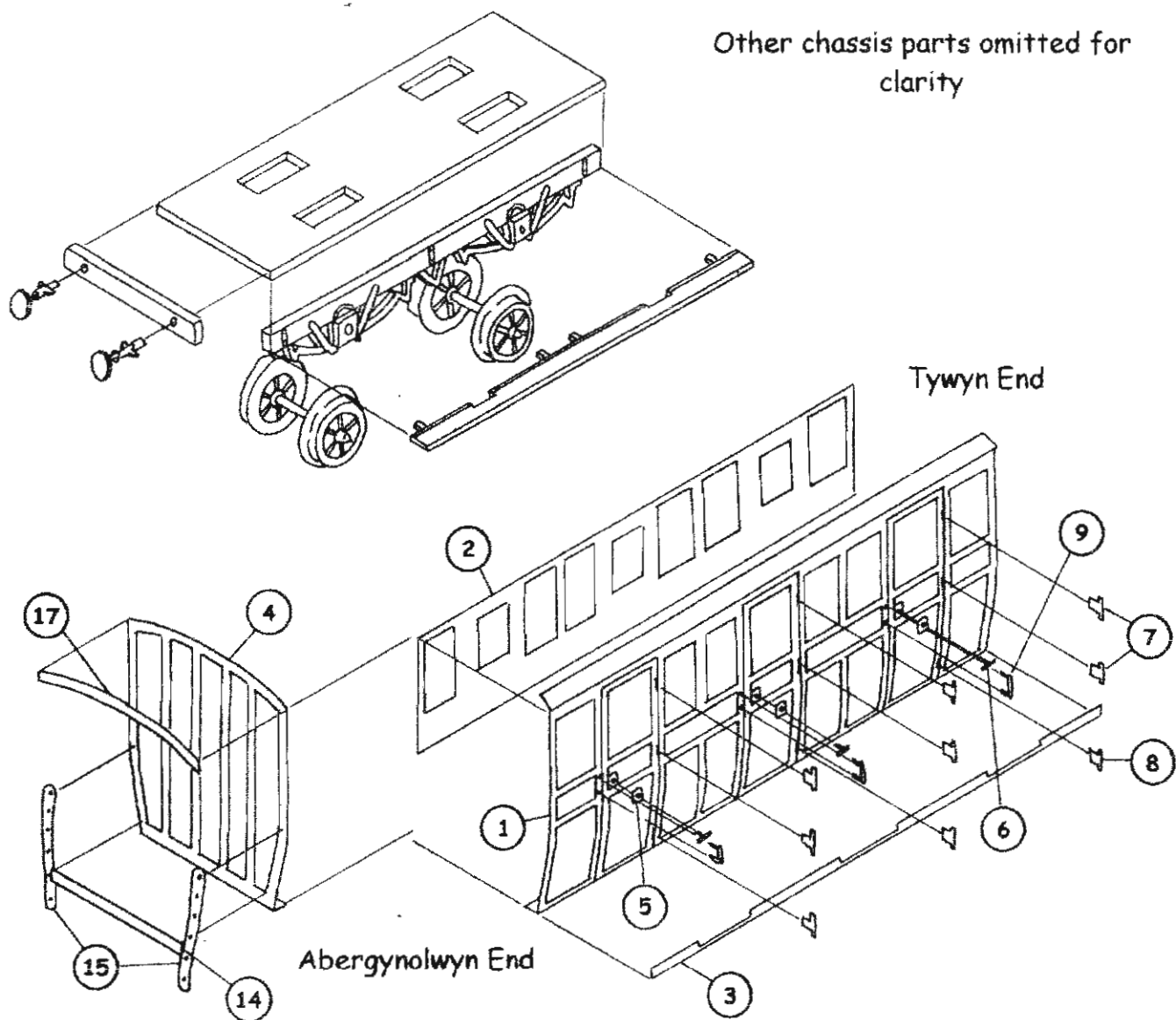
Talylyn Railway Locomotives & Rolling Stock, Bate, Mitchell and Adams
Cheona Publications ISBN 1 900298 21 X

The Talylyn Railway Boyd J. I. C. Wild Swan Publications Ltd.
ISBN 0 908867 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, drawings and 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.



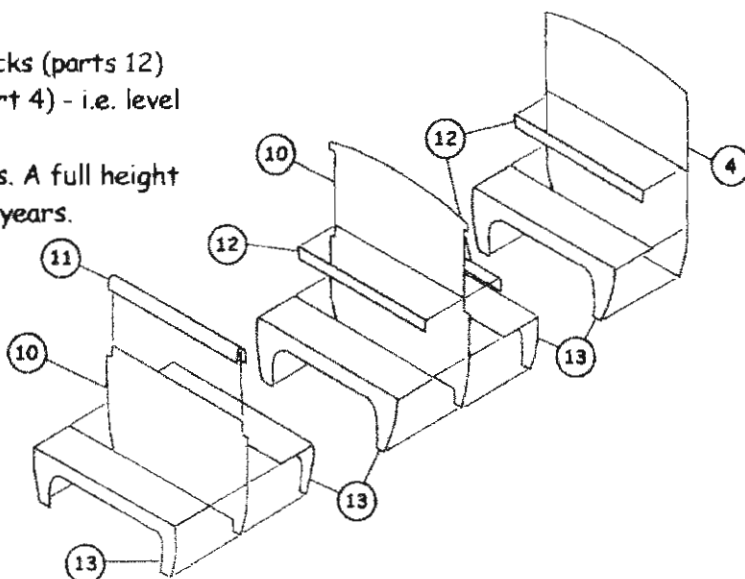


Fit end strapping 15 once body and chassis have been fixed together as the bottom of parts 15 should be level with bottom of bufferbeam when chassis and body are fitted together.

Details as shown are for platform side only. Check period photographs for details on non-platform side.

Other end omitted for clarity. Fit the seat backs (parts 12) with top at 13mm from bottom of coach end (part 4) - i.e. level with top of half height partition.

Cut at half etched line for half height partitions. A full height partition was fitted at Tywyn end in later years.



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Talylyn Railway coach No.3

**Supplied by Brown, Marshall & Co
Ltd in 1866**