

MERIDIAN MODELS MPM18

40, MORELAND AVENUE

BENFLEET, ESSEX, SS7 4HB

TALYLLYN RAILWAY COMPANY

GUARDS BRAKE AND LUGGAGE VAN NO. 5

HISTORY

Constructed by Brown, Marshall & Company in 1866 No. 5 is a combined Guards brake and luggage van suited to all types of train. As originally built it had an open verandah on the brake compartment. Later modifications included the fitting of duckets (lookouts) and the filling in of the open-ended brake section. Also the removal of the sliding doors and duckets on the south facing non-platform side. The duckets on the platform also formed the unique booking office window.

This kit will reproduce all versions of the van from 1866 to the 1950's and with modifications by the builder of any version to date (2003). Referral to the recommended publications is advised for further details.

BUILDING NOTES

The exploded diagram shows the assembly stages in detail, but the following notes will be of use. Please read these thoroughly before commencing and decide which version that you wish to build. 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,

VARIATIONS

Before starting construction of this model you must decide on which version is required. The main variations are listed below:-

1/ Circa 1866 – As built, with two sliding doors, footboards on both sides an open platform with no door in division between van section. (Photo; page 51)

2/ Pre-1900 – Platform closed in with boarding and sliding panel to reach brake handle, also doorway formed in division.

3/ Circa 1911 – Boards over fixed platform doors removed and duckets fitted to both sides together with a small canopy over the brake handle. (Photo: Page 287 Top)

4/ Circa 1935 – Sliding door removed from south (non-platform) side. (Photo; Page 289)

5/ 1938/9 – Footboard on south (non-platform) side removed. (Photo; Page 287, Middle)

6/ 1941 – Duckets on south (non-platform) side removed and opening boarded over. (Photo; Page 210)

Note The brake platform is at the eastern end of the van. All photos' listed are in "THE TALYLLYN RAILWAY" by J.I.C. Boyd. See bibliography.

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 couplings it will be necessary to file off the underside of the loops to clear the rail head. For further details and prices contact:-

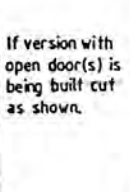
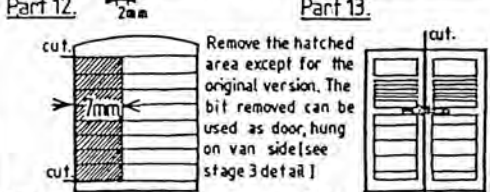
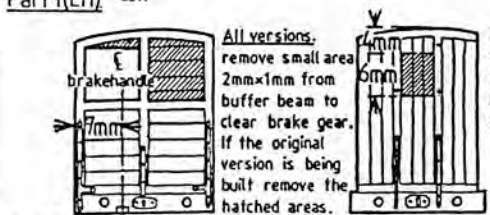
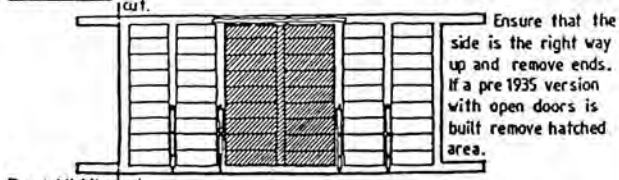
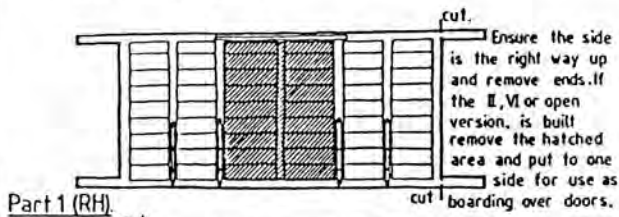
GDNGRS c/o 13, Rawlins Close, Addington, Croydon, Surrey, CR2 8JS

BUFFERS

Lost wax brass castings of the correct type are supplied, Brown, Marshall two bolt fixing. Gently push fit into the buffer beam with and secure with cyano (super-glue) as required.

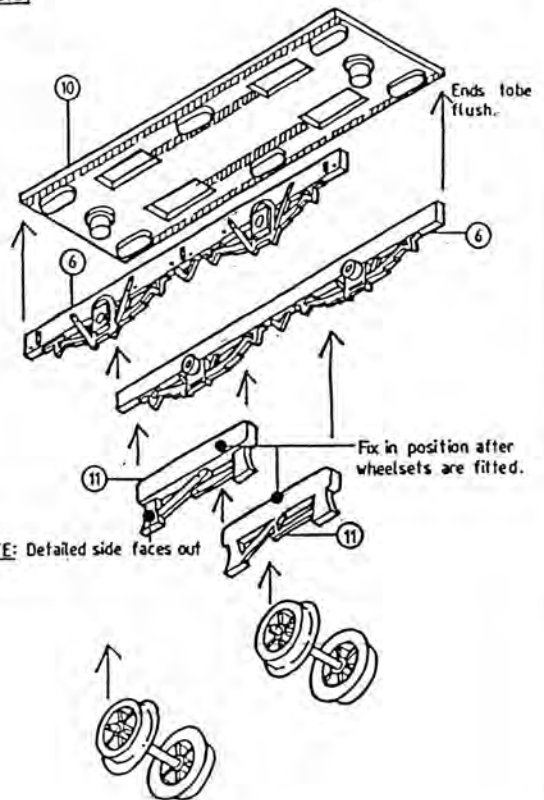
STAGE 1

Modifying parts.



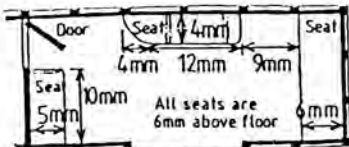
STAGE 2

Chassis.



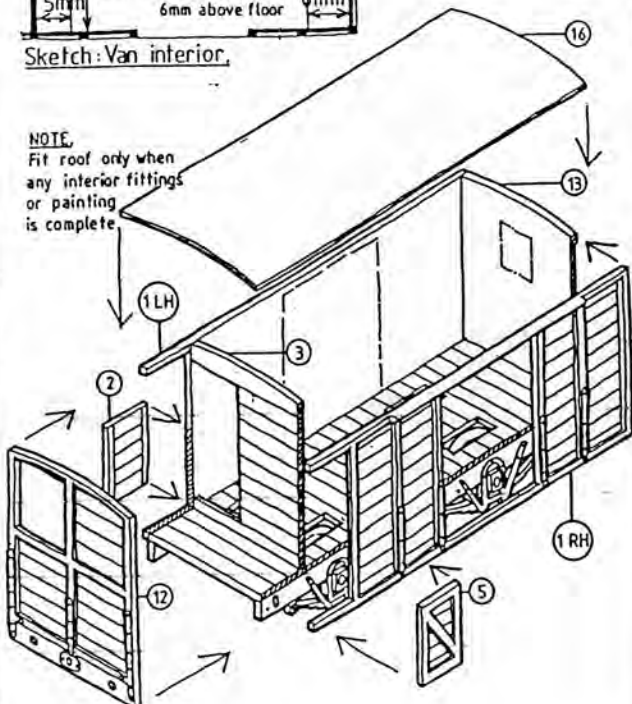
STAGE 3

Body.



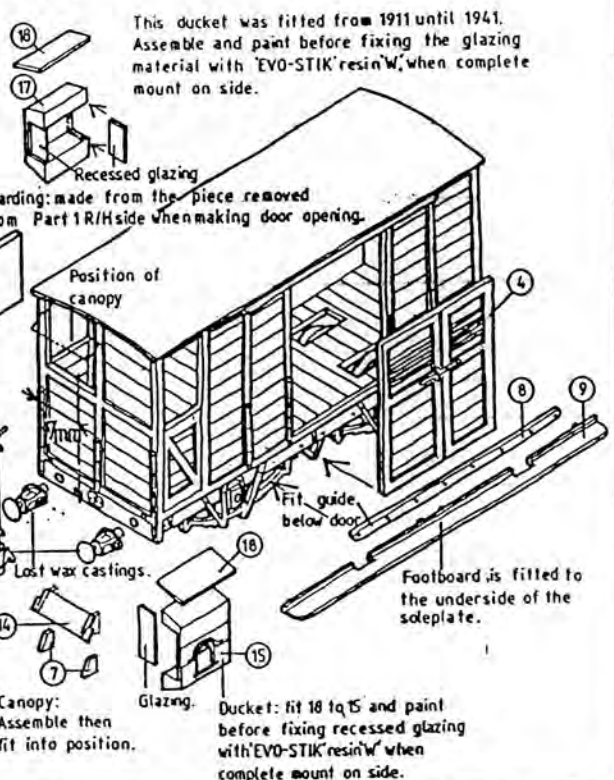
Sketch: Van interior.

NOTE:
Fit roof only when any interior fittings or painting is complete



STAGE 4

Details.



Now fit coupling of your choice — None are supplied

PAINTING NOTES

Talylyn Railway Co. suggested early livery.....

Dark Chocolate Brown; - Ends and framing on sides.

Dark Red/Crimson Lake; - Sides, Doors and louvres.

Black or Dark Grey; - Underframe, Axle Boxes, springing, buffers and buffer beams, ironwork and roof

BIBLIOGRAPHY

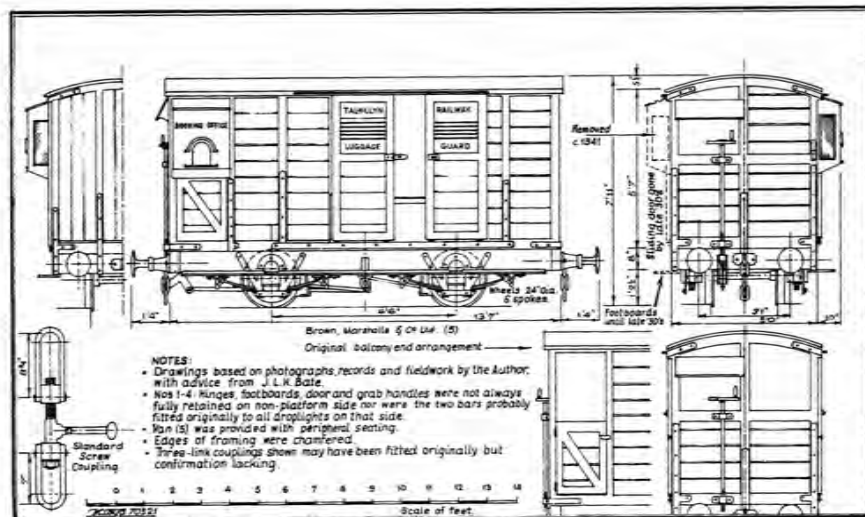
Study of the following is recommended; -

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

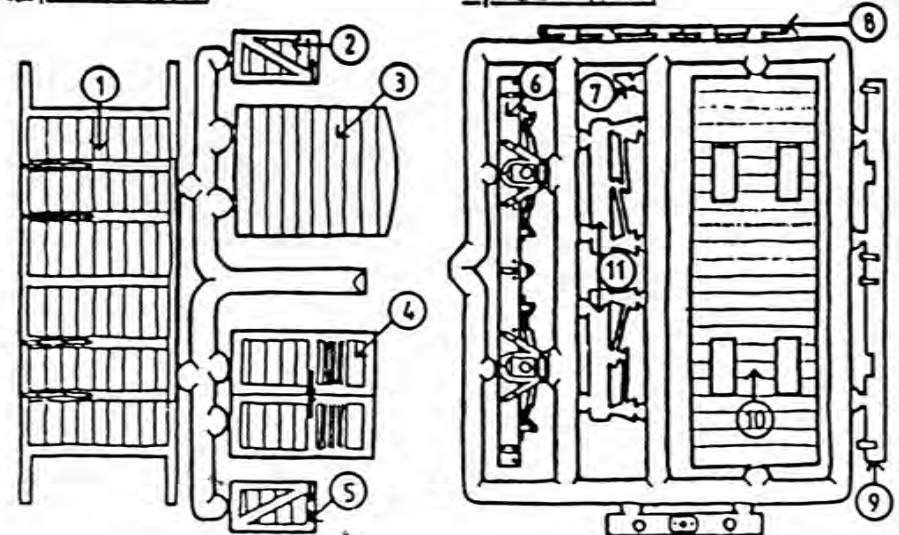
This is highly recommended as the best source of reference to the history and development of the Talylyn Railway from 1865 to 1951. The book is profusely illustrated with photographs, drawings and together with highly readable text by author James Boyd makes this the standard work on the 'Old Company'

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.

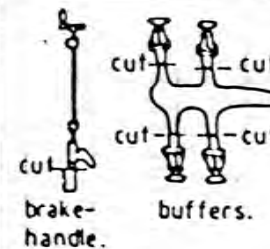


The parts.

- | | |
|------------------|---------------------|
| 1 Side. | 10. Floor. |
| 2. Door (LH). | 11. Brakegear. |
| 3. Partition. | 12. Platform end. |
| 4 Sliding doors. | 13. Van end. |
| 5 Door (RH). | 14. Canopy. |
| 6 Chassis side. | 15. Ticket ductet. |
| 7. Canopy end. | 16. Roof. |
| 8 Door guide. | 17. Ducket. |
| 9. Footboard. | 18. Ducket roof (2) |
- Sprue A (2off) Sprue B (2off)



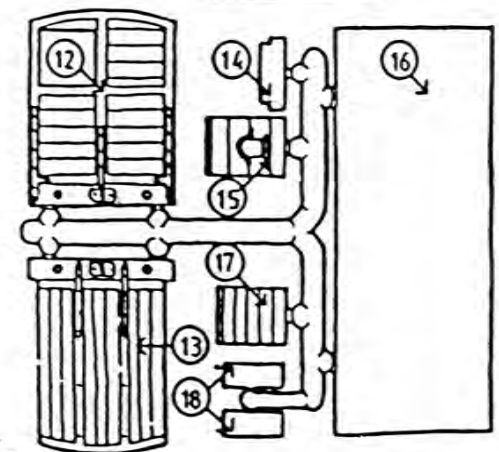
Lost wax castings.



Also supplied.

Wheels and glazing material

NOTE: Couplings are not supplied



Sprue C (1)