

MERIDIAN MODELS

MPM 3

PENRHYN QUARRY RAILWAY WORKMEN'S TRAIN OPEN COACH

GENERAL HISTORY

The workmen's train ran from 1880 until 1951 for the benefit of quarrymen travelling to the slate quarries at Bethesda. The train consisted of up to 13 generally identical vehicles. The coaches were owned by the men through the Workmen's Train Society and hauled by locomotives hired from the company. The train ran again in 1957 during a local bus strike. Special visitors were conveyed in coach F to the quarry being coupled to a slate train for the journey.

The vehicles were built in several small batches from 1880 till 1927, the first by De Winton of Caernarvon (coaches A to J). Later vehicles (K to Q) were built by the quarry workshops. Quarry built coaches are identifiable by the seating style, early coaches have plain flat board seats. Quarry built examples have contoured slatted seats similar in design to park benches!

Numerous other detail variations such as bolt spacing and tie rods on individual coaches will be noted on close study of photographs. Our model is of coach F as restored to running order, which also omits the under seat cross-bracing fitted to strengthen the bodies in later life.

PENRHYN OPEN COACH SURVIVORS

The remaining stock of workmen's train coaches were disposed of in the early 1960's. On the closure of the quarry rail system in 1962, coach M was donated to the Penrhyn Castle Museum. Four coaches were bought by the Bressingham Museum, Norfolk; coaches F, I, J and O, after use they were re-sold and after some more changes of ownership, they are currently (1986) at the following locations.

Coach F Amberley Chalk Pits Museum (in running order)
 Coach J Amberley Chalk Pits Museum (to be restored)
 Coach I Gloddfa Ganol, Oakley Quarry, Blaenau Ffestiniog
 Coach O Cadeby Light Railway, Cadeby, Leics. (in running order)

BUILDING NOTES

The exploded diagram shows the assembly in detail but the following is to be noted. Remove parts from 'sprue' carefully. Part (1) the sides must be detached with a fine bladed razor saw. Assemble side and end to chassis followed by second side and end. At this stage paint floor as required and interior of sides and ends. Fit seats and back rests. Note position of Part (6) in relation to larger axleboxes (brake end). Fit brake blocks last.

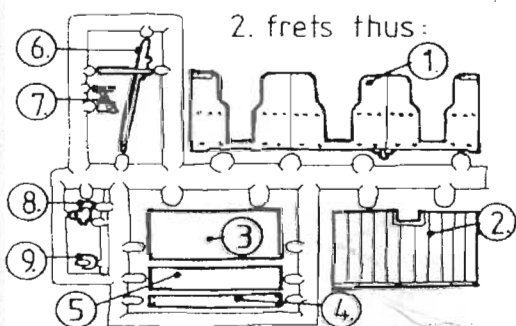
Fit Bemo 009 couplings (not supplied) or chopper couplings (not supplied) as desired to coach ends. Fluid cement (Mek Pak) is recommended for assembly of this model.

PAINTING NOTES

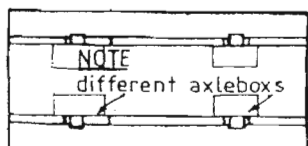
PENRHYN QUARRY RAILWAY: DARK RED/BROWN, latterly dark cherry red - sides, ends, interior and seats. Natural wood finish - floor, under frame, brake blocks. BLACK - axleboxes, brake lever, couplings.

TALYLLYN RAILWAY: (No. 7) DARK COACH RED - sides and interior. MID-BROWN - Ends and roof supports. BLACK - Roof and iron work. GOLD LINING - Platform (open) side of coach sides, 3" inwards approx. from edges. (No. 8) OVERALL: T.R. COACH RED - Sides, ends, interior, seating and back rests. BLACK - Iron work. (No. 9) Overall T.R. COACH RED - Bodywork. BLACK - Underframe and bogies.

Parts.



- | | |
|-----------------|------------------|
| 1. side. | 5. seat. |
| 2. end. | 6. brake lever. |
| 3. double seat. | 7. brake block. |
| 4. backrest. | 8 & 9. coupling. |



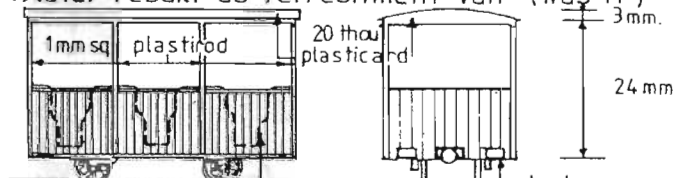
chassis

PLUS

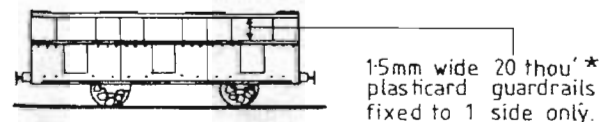
2 'DUNDAS' wheelsets. 5.5mm dia.

Variations. (all on Talyllyn Railway)

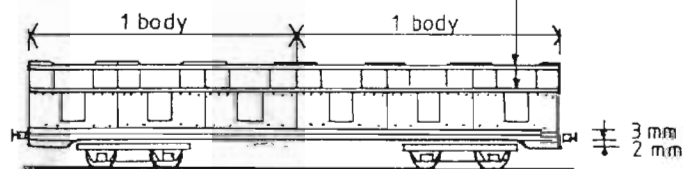
No 7, later rebuilt as refreshment van (was 'H')



No 8. (was 'P') 20 thou plasticard with* boards scribed on, fixed over the original side (1 side only)



No 9. (were 'C' & 'D')



mount bodies on a 'DUNDAS' bogie wagon chassis (ex 'WD' W.W.1.) kit DM 21.*

*These items not included.

