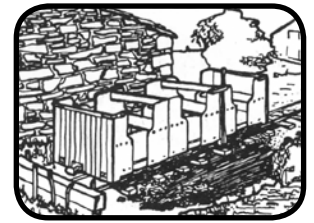




MPM3 • PENRHYN QUARRY RAILWAY WORKMEN'S OPEN COACH



GENERAL HISTORY

The Penrhyn Quarry Railway (1879 - 1962) ran a workmen's train from 1880 until 1951 for the benefit of quarrymen travelling to the slate quarries at Bethesda. The train consisted of 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 until 1927, the first by De Winton of Caernarvon (coaches A to J). Later vehicles (K to Q) were built in 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 1960s. 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 (2016) at the following locations:

- Coach F • Amberley Museum Industrial Railway Collection
- Coach H* • Moseley Railway Trust, Apedale
- Coach I • Welsh Slate Museum, Llanberis
- Coach J • Amberley Museum Industrial Railway Collection
- Coach O • Bala Lake Railway

* Reproduction using surviving parts from vehicles H & P

BUILDING NOTES

The exploded diagram shows the assembly in detail but the following is to be noted. Remove parts from the '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

Parts.

2. frets thus:

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

NOTE
different axleboxes

chassis

PLUS
2 'DUNDAS' wheelsets. 5.5mm dia.

Variations. (all on Talylyn Railway)

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

Nº 8. (was 'P')

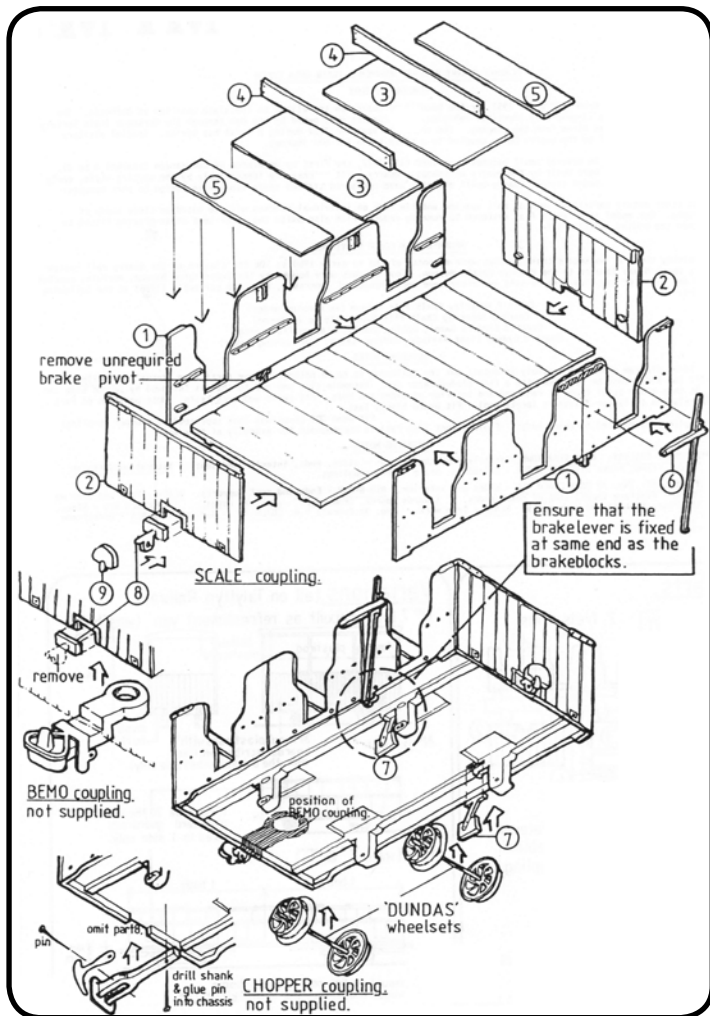
20 thou plasticard with* boards scribed on, fixed over the original side (1 side only)

15mm wide 20 thou* plasticard guardrails fixed to 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.



(6) in relation to the larger axleboxes (brake end). Fit brake blocks last.

Assemble one end and one side to floor followed by second side and end. Note 2nd stage part (4) and its relationship to floor cutout. Fit brake gear last, detail side outward.

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 kit.

PAINTING NOTES

Penrhyn Quarry Railway

Dark red/brown (latterly dark cherry red) • Sides, ends, interior and seats

Natural wood finish • Floor, underframe and brake blocks

Black • Axle boxes, brake lever, couplings

Talyllyn Railway (see 'variations' panel overleaf)

No. 7

TR 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

TR coach red • Sides, ends, interior, seating and backrests

Black • Iron work

No. 9

TR coach red • Sides, ends, interior, seating and backrests

Black • Underframe & iron work

ABOUT MERIDIAN MODELS

Founded in 1973 and driven forward by the late Dave Brewer of the Greenwich & District Narrow Gauge Railway Society (G&DNRS), with Pete Wilson and other collaborators joining along the way, Meridian Models grew into a well-respected producer of detailed locomotive and rolling stock kits in 009.

Following Pete Wilson's decision to retire in 2015, Narrow Planet has taken on the production and distribution of the plastic rolling stock kits of the Meridian range. If you have any queries about the model or instructions please get in touch.

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