



Issue 202

Winter 2020

CHAIRMAN'S NEWS

Welcome to the Winter edition of the Newsletter, I hope you will enjoy its contents.

2020 has been, and continues to be a strange year with all public model railway events cancelled for the foreseeable future. Once the Lockdown restrictions were lifted we opened the clubroom up to groups of no more than five members at a time overseen by a Committee member. The sessions have been available seven days/evenings a week and these arrangements will resume as soon as Lockdown 2 ends. Strangely Tuesday nights have not proved popular and only run a couple of times. People have possibly assumed there would be no spaces available being the usual club night. Setting up the Virtual Club on Facebook has been a good way to show others what members have been doing but we could do with a few more postings.

Dave and Peter have begun working on scenery to the Frimingham 0-gauge layout in the clubroom and will be able to make very good use of a large amount of scenic materials and static grass which has been kindly donated to the Club by Peter Marriott the professional modeller who lives locally. Gerhard has also done further work on the station building and footbridge.

I am also pleased to report that both Brinklow and Dave and Peter's Fenny Stratford layouts are featured in the 2021 Hornby Magazine calendar which will be good publicity for the Club. We have also received another collection

of locomotives and rolling stock. Several of the locomotives appear to be DCC fitted but all will require thorough testing before being offered for sale to members at an appropriate time.

As I write these notes a Covid vaccine has just been announced but I fear it will be some time before we can all receive one, particularly as it has not yet been fully mass-tested. We live in hope however but unfortunately it looks as though this year's mince pie evening will have to be a virtual one.

Looking ahead to the New Year, it seems unlikely that we shall be able to hold the AGM in the club room. With the number of Club members, some without Internet access, a Zoom type virtual meeting would not really work. I would propose then to circulate the minutes from last year's AGM together with the usual Officer reports via a special Newsletter and ask the current Officers to remain in post until such time as we can hold a proper meeting in 2021.

In the meantime, I would like to thank everyone for maintaining their membership through this difficult time but please can you check that your 2020 subscription has been paid and is up to date.

Keep modelling and a Happy Christmas to all Members.

Chris Hughes
Chairman

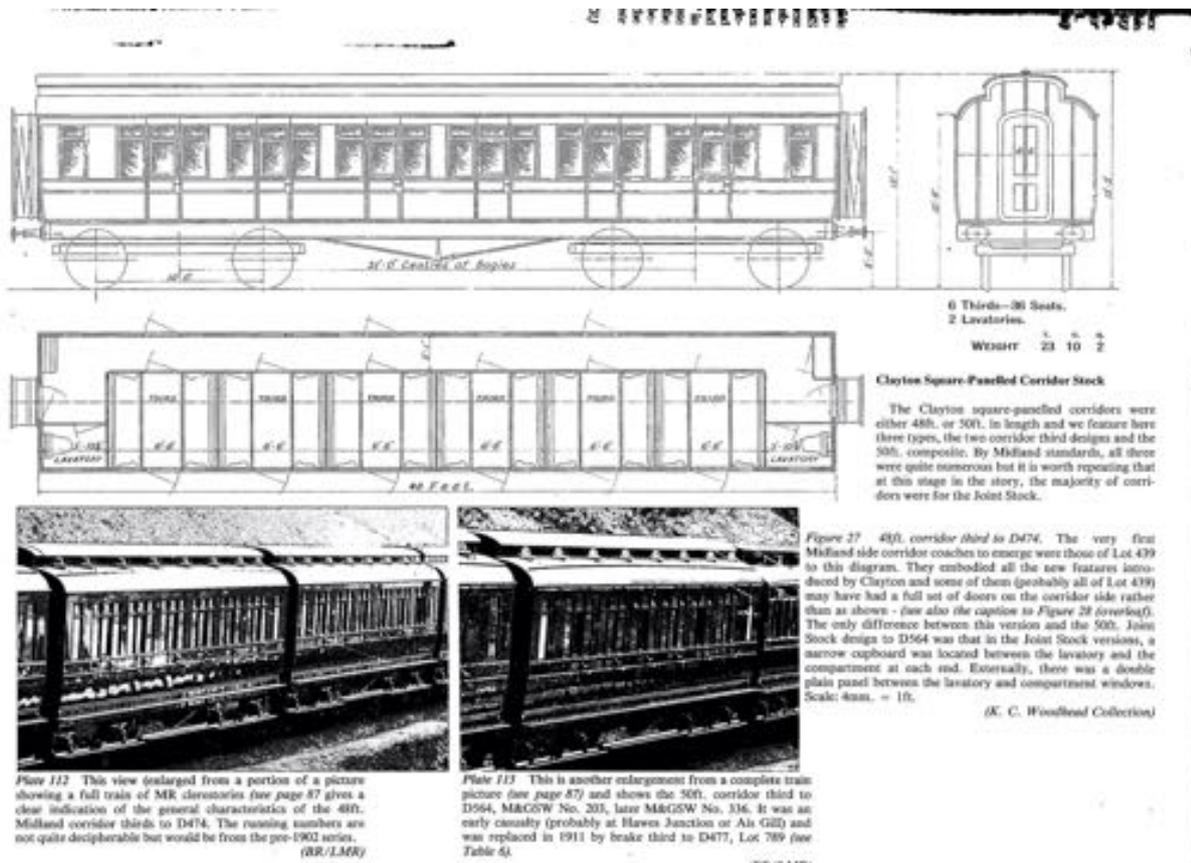
WHAT TO DO WITH THE LEFTOVERS?

By Eric Bowman

No – you have not strayed into a recipe book from the Second World War. It is the continuation of a story which began more years ago than I care to recall.

I can remember seeing the late Chris Matthewman's layout "Striving" at an Expo EM in the Bletchley leisure centre. The layout was LMS based and in one of the trains was a 12-wheel clerestory coach. As I was/am interested in out of the ordinary coaches I asked about its origin. It was a Clayton Midland Railway 60ft non-corridor coach built in 1897 for the Bristol-Bradford service. The model was assembled from Ratio kits and bits. On my return home I got out the MR carriage books and some Ratio clerestory kits which I had in the cupboard and started comparing the plastic sides with pictures and drawings. I concluded I could make a MR 60ft coach from what I had available. So, I made one; in fact, I ended up making four by cutting the sides from the Ratio 48ft coaches, re-arranging them and sticking them together on a scratch-built floor. This saga was recorded in the article "Two into One Will Go".

As you would expect I was left with a number of side and roof off-cuts. So, it was back to the books. I was able to assemble a MR 54ft non-corridor brake 3rd (D497, built 1903) with 00-gauge axles, later changed to EM gauge for the "Milton Camel" layout. I still had some pieces left over which I did not want to waste. The books showed that Clayton also "built" some 48ft corridor coaches (D474, built 1898/9). These were the first corridor coaches on the Midland Railway. Arranging the pieces on the plan like a jigsaw, I could have a model of one.



Accordingly, the pieces were fettled, stuck together to form two sides of the correct length and painted in LMS crimson lake. They were then put in the LMS spares box until I had time to finish the model. There they hid for some 10 years until the recent Covid-19 lockdown, when I decided that this was a great opportunity to complete some of those projects which had been put to one side.

I found the two sides at the bottom of the box. I also found a pair of Bain 8ft bogies, corridor connections, seats, corridor partitions and enough Ratio underframe and roof mouldings to build the model; amazing what is in the "Bits & Spares" box when you look!

The appropriate transfers were found in the cupboard (Pressfix, LMS pre 1933) and affixed. The sides and ends were then given a coat of satin varnish to protect them and glazing fitted. You will note that I have chickened out of doing the full lining which these coaches would have had, although by the time of the model (1931/2) it would have been very worn. The underframe was assembled according to the instructions with the bogie positions drilled and tapped 8BA but the plastic bogies went into the spares box because I replaced them with white metal Bain 8ft bogies (247 Developments), thus putting some weight where it is needed. Sides and ends were stuck on the

underframe to form an open box. Meanwhile, the seats and corridor partitions had been cut to size and painted to resemble the colour of material used and mahogany panelling. They were duly inserted into the coach carcass; I then turned to the roof. I had already decided that the coach would have had the gas lighting replaced by electricity some time earlier in its life so only needed to find ventilator positions. This was easy on the compartment side but I could not find any details of the corridor side so guessed at the position (if anyone can prove to me I've got them in the wrong place or not enough of them, I'd be grateful). The roof was then stuck on to the body which was completed with scissors type corridor connections (Comet).



I now have a Ratio-based MR 48ft carriage which is different from (probably) all the other Ratio 48ft coaches running on people's layouts, and it was not too difficult to make. Of course, I still have some leftovers but not enough to make another coach so they can remain in the spares box until ...

I hope this article encourages a fellow club member to try their hand at making something different.

Books consulted: Midland Carriages, David Jenkinson & Bob Essery OPC;
Midland Railway Carriages, vol I, R E Lacy & George Dow WSP

Connecting to a Bus Made Simple

By David Court

Almost all model railways these days use a Bus wiring for some reason or other. In the case of DCC it is to provide dropper connections for each piece of track, for DC then a bus could be used to get power to the track or it can be used to provide 12volt DC for such things as lights, signals or any other auxiliary items you need.

So far, I have built two layouts, one an exhibition layout made up of a number of individual boards and my own layout at home which is a fixed baseboard. Making electrical connections on the exhibition layout is simply as each board is small enough and light enough to stand on its edge on a bench. This made connecting wires using soldered joints simple and safe, however, my layout at home is on fixed baseboards so crawling around underneath is not easy and using a soldering iron was downright dangerous. If you are like me and is of a 'mature' age and also has to wear varifocal glasses it gets even more difficult...!!!

When I started wiring my home layout I tried a number of different methods but all had their own problems. Then while using my DCC Sprog one day I realised it had a 4-block screw connector that allows you to connect wires simply.



This was a light bulb moment for me and decided to research what kinds of these terminal blocks were available.

I spent hour's ploughing through the Rapid Electronics web site until I came up with the following items.

1. TruConnect 3 Way 16A Black Interlocking Terminal Block. These blocks come in 2,3 or 5 connections, I personally use the 3 as I have found that these gives the best flexibility. The blocks Interlock together so can be configured however you wish. Currently price is £0.23 each including VAT which is cheap but I think well worth it, just for the flexibility and ease of use. At 16amp these are much higher rated than I needed but at the time that was the only option.



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2. Rapid Stripboard 64 x 95mm. This is a PCB with copper strips with multiple holes into which the terminal blocks fit, all of the blocks connected in a line are all of live. cost a sheet is £1.30 and from each you can make 4 to 5 connection assemblies. You can get sheets of various sizes but I found that this was the most cost effective.



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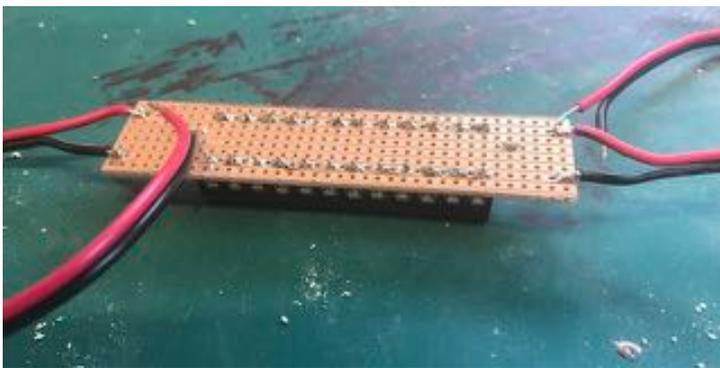
The way I use these terminal block assemblies is first to decide the rough position for each area that needs to have connections. Then I estimate how many wires will need to be connected at each point. Dependant on the size of the wire being used each terminal can take up to 5 wires, however, I try to keep to one or two as that gives the most expansion capability. Once this has done I can determine how many blocks are needed in each position.

The Stripboard is then cut into strips length ways, I make these strips 8 holes wide but you could get away with 5 or 6 holes which increases the number you can get out of each sheet.

The assembled terminal blocks are then carefully inserted into the Stripboard from the non-copper side so that the pins protrude through the copper clad side. Solder is then applied connect each pin to PCB.



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At each end of the board on the same line as the terminal blocks I connect wires that will make up the Bus. These wires daisy chain together all of the blocks you need on the layout. I attach a reasonable short length of wire and the connect the bus wire

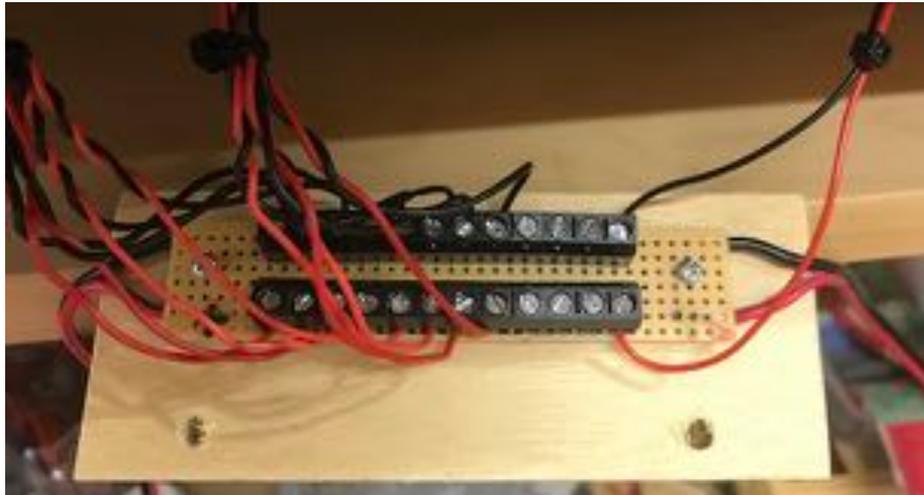
together with simple chock blocks. This method allows for the terminal block assemblies to be built at the bench which again removes the need to solder in hard to get to places.

Then I mount the assemblies on plywood which can be fixed to the baseboard in the predetermined positions. I use some rubber washers under the securing screws so that the pins are clear of the plywood.



easily

The main benefit of this is that you can run your dropper wires or accessory wires to your decided place at the edge of the baseboard. Once you have all the wires to be connected in place you pull up your comfortable chair, grab a small screwdriver wire strippers. them simply connect the wires into the terminal blocks. of this is completed without the need to



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contort yourself under the layout and also not having to fight with your varifocal glasses...!! Once all of the wires have been firmly connected and tested simply screw the board out of sight under the baseboard, I always fix mine to the outer frame as that is also nice and simple.

On my home layout all of my DCC droppers and all of the lighting and accessories have been connected this way.

So, I hope this article helps someone else avoid a bad back or getting burnt from dripping solder while trying to wire your layout from underneath.

From the Archive

Victoria Road club rooms

By Dennis Lovett



Some members may think we are a bit short of space these days, but this picture found during a recent sort out of photographs during the Covid-19 lockdown shows just how friendly our second club rooms were. Long and thin is the best

way to describe them but they served us well for some 21 years until we moved to Bletchley Park.

Victoria Road (behind the old Council Offices which are now the Masonic Centre) MKMRS operated from the former council stable block which had been converted into a computer room. When Bletchley UDC became part of Milton Keynes, the premises became vacant and we rented our bit from the Masonic organisation.

This picture shows the second of our O gauge layouts with John Symons, the club's first secretary and later Vice Chairman with another member we can only name as Andy! John hailed from Penzance in Cornwall where his father was a GP. John was studying medicine when war broke out and he ended up as an Army Officer. He moved to Bletchley to work for Associated Octel. John died in Cornwall and Les Wood and Dennis Lovett attended John's funeral in Truro which was conducted by Rev. Canon Ian Pusey, known to many as an excellent S Gauge modeller. At that time Ian was Rector of St. Mary's Bletchley. Amongst railway modellers Ian was known as the Bishop of

Bletchley! Ian is a long-time friend of MKMRS who retired to Exmouth in Devon a few years ago.

Some of you will recognise the famous Woolworth clock, now in our present club room.

The second picture shows our first proper N Scale exhibition layout 'Mandlebury' under construction. The O gauge layout seen in the first picture is on the right in the second. The club room at Victoria Road offered far less space than we have today. The room upstairs housed the test tracks with the EM Gauge layout then under construction down the middle.



Can You Help

In November I heard the very sad news that Malcolm Brewer, the Chairman of the Silverfox DCC Model railway, had passed away from Coronavirus. Members of the Silverfox club are trying to help his family by disposing of his model railway collection.

Andy Eve is coordinating the sale of the locomotives and he has offered 10 locos to members of the MKMRS. These locos are listed below and will be sold on a 'First Come First Served' basis. Therefore, if you are interested in any of these please email Andy on andrew.eve@btopenworld.com to arrange payment and delivery as soon as possible to reserve the loco. If you are interested in any of these items please contact Andy by the 10th January 2021 so that they can get the proceeds to Malcolm's family.

All of these locos are British Railways Early Crest. They have been tested and run using a Gaugemaster DC Controller. If they have sound fitted then they have been tested and run using an NCE Powercab.

I. Hornby R290 4-6-0 King Arthur Class N15 "Sir Meliagrance"



Loco number is 30452, BR green early crest, crew fitted – "Pete Waterman collection" – Fitted with a ZIMO MX645 sound decoder. Excellent condition, very good runner. box in excellent condition. Detail pack is in the box.

Cost £125

2. Hornby R2403 4-6-0 Grange Class “Derwent Grange”



Loco number is 6862, BR Black Early Crest. Fitted with a ZIMO MX646R sound decoder. Excellent condition, very good runner, the box is in tatty condition. Detail pack fitted.

Cost £120

3. Hornby R2548 4-6-0 Grange Class “Frankton Grange”



Loco number is 6816, BR Black Early Crest. Fitted with a ZIMO sound decoder. Factory weathered. Excellent condition, very good runner, the box is a bit tatty. Detail pack in box.

Cost £120

4. Hornby R2403 4-6-0 Grange Class “Frankton Grange”



Loco was renumber to 6814 (was Derwent Grange), BR Black Early Crest, nicely weathered, renumbered and renamed. Fitted with a ZIMO sound decoder. Very good condition, very good runner.

slightly tatty box. Detail pack fitted.

Cost £125

5. Hornby R3328 4-6-0 S15 Class



Loco number is 30843, BR Black Early Crest. Fitted with a ZIMO sound decoder. As new condition, very good runner. box in excellent condition. Detail pack in box.

Cost £125

6. Hornby R3167X 4-6-0 Star Class “Glastonbury Abbey”



Loco number is 4061, BR Green Early Crest. Fitted with a ZIMO MX648R sound decoder. As new condition, very good runner. box excellent condition. Detail pack in box.

Cost £125

7. Hornby R3124 2-8-0T Class 42XX



Loco number is 4266, BR Black Early Crest. Fitted with a ZIMO MX648R sound decoder. Very good condition, very good runner. box in very good condition. Detail pack in box.

Cost £100

8. Hornby R3548 4-6-0 BR Standard Class 4MT



Loco number is 75053, BR Black Early Crest. DCC Ready. As new condition, very good runner, box excellent condition. Missing detail pack X10302

Cost £75

9. Hornby R2734 0-4-4 Class M7



Loco number is 30056, BR Black Early Crest. DCC Ready. Very good condition, good runner, slightly tatty box. Detail pack in the box.

Cost £65

10. Hornby R2849 4-6-0 Castle Class “Beverston Castle”



Loco number is 5068, BR Green Early Crest. Fitted with a ZIMO sound decoder. Very good condition, very good runner, box in good condition box. Missing detail pack X10489.

Cost £125

A Special Message from Bill Ball

The family and I would like to thank members for all the cards and phone calls following the passing of Nell at the end of August.

Your messages of support and sympathy at a difficult time were greatly appreciated.



The MKMRS Newsletter will only survive with your help, we need you to provide articles -

- ❖ These can be write-ups on exhibitions you have attended, modeling titbits, or anything that you think other members would find interesting.
- ❖ If you would like to be included in our “Meet the Members” articles in a future Newsletter, please send in your notes for inclusion.
- ❖ The articles need to be sent in by email to MKMRSNewsletter@courtmk.co.uk they need to be the words that you want to appear, include any pictures that you want in the article. All can be sent to the above email address for inclusion.
- ❖ Hoping for lots of copy for the newsletter.

Deadline for articles for the Winter Edition is the 23rd May 2021 with the Newsletter being published by the 31st May 2021.