



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 Autumn Edition is the 26th August 2022 with the Newsletter being published by the 1st September 2022.



Quarterly Newsletter

Issue 207

Summer 2022

CHAIRMAN'S NEWS

I am pleased to record that the Club has enjoyed a prosperous Quarter since the last newsletter. We held a very successful open day in April which attracted well over 36 visitors and has so far resulted in 6 new members joining; the new members are Ryan Daniels, Aaron Glenister, Carl Dicks, Ted Sargent, Ben Hines, Graham Gravestock, George Barnett and Andrew Middleton.

The last of the donated stock was sold at the open day or shortly after and this has increased our finances by over £2000, far less effort required than organising an exhibition but unfortunately donations of stock of this size are rare. One of my friends sadly passed away a year or so ago, and on behalf of his Widow we have raised just over £500 for the British Heart Foundation by selling his 00 and 0 scale items. I understand a further £1200 has been raised from his G scale stock and a substantial collection of TT gauge is to be sold through the 3mm Society, again with proceeds going to the same charity.

Preparations are well in hand for the July exhibition but unfortunately several of our usual Traders will not be attending as July is when they seemingly all take their holidays; nevertheless, we hope to present a decent show for the Public. There is plenty of parking space at and around the new venue so no there will be no need for parking supervisors this time. There will however be the usual supervisory and general security duties to be covered by those not involved in running layouts.

The recently introduced Friday Track Nights have proved successful and there have been some useful maintenance issues dealt with and

improvements made to the 00 layout. Particularly pleasing are the decorations ready for the Queen's Platinum Jubilee made by James. I do not however suggest any of the Club's locomotives are painted purple, but if anyone wishes to paint one of their own, I am sure it can be paraded round the layout.

We have now begun the sale of Terry Silver's rolling stock on behalf of his Widow Susan and monies raised will be returned to her in due course. As usual sales will be on a first come first served basis.

Finally, there are still several members paying their subscriptions to the old Barclays Bank account and some still paying the old rate of £11. It would be appreciated if everyone could please amend their Standing Orders as soon as convenient as follows:

Lloyds Bank - sort code **30-98-97** Account No. **58101262** MK Model Railway **CLUB** (not MKMRS) Amount **£13/month** with your name and membership number as the reference please.

Chris Hughes
Chairman

Member Updates

Please join us in welcoming the following new members to the club. If you see them in the clubroom please introduce yourself.



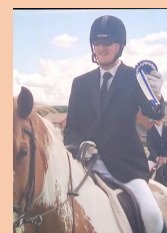
Frank Pedro



Ryan Daniels



Ben Hines



Carl Dicks



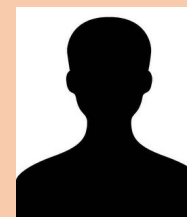
Graham Gravestock



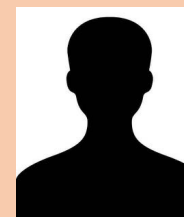
George Barnett



Andrew Middleton



Aaron Glenister



Ted Sargent

Bernard's Special Offer

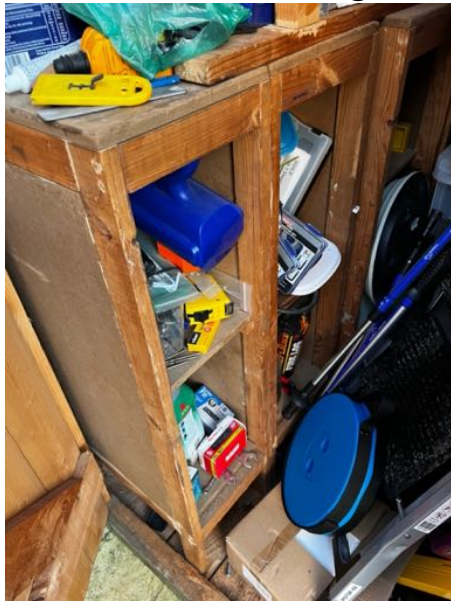
I have access to 9 stands/cupboards to support base boards for a model railway layout.

These stands/cupboards were professionally made with an open end and shelf to store your rolling stock.

The stands have a height of 930mm and a minimum width of 235mm and depth of 575mm, some of the stands are slightly larger in width and depth.

Anyone interested contact Bernie on 01908 373146, viewing can be arranged.

COST Free of Charge



Meet Our New Members

Graham Gravestock

Hi All,

My name is Graham and had a great love for steam trains as a child, it's been over 40 years since my last adventure into model railways. I decided to start this enjoyment again as wanted a hobby and decided to stay with steam as love the character of the locos.

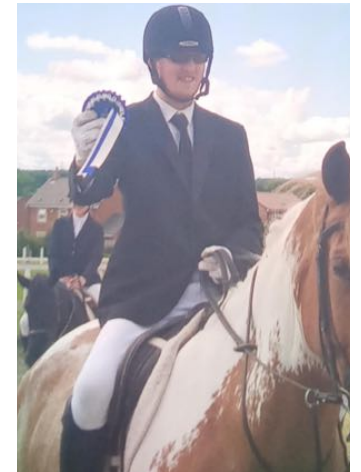
My new layout is coming along slowly on an 8x4 board. I came along to the open day and was made very welcome which made me decide to join and look forward to meeting everyone.



Carl Dicks

Hi All,

I am Carl Dicks I am 30yrs old. I like OO gauge model railways and I have a layout in yard of my mum's place. I like camping and narrow-gauge steam railways. I am a groom at a horse yard and riding horses.



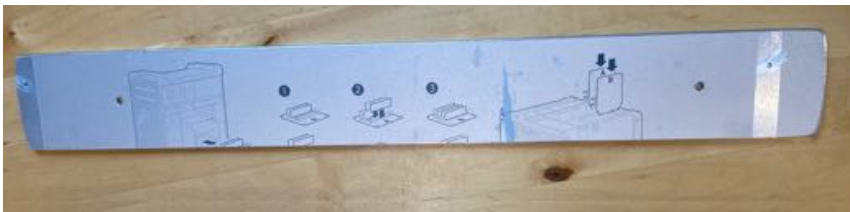
Converting a Triang Big Coach - Part II

By Richard Seward

Following on from part I where I had modified the body of a Triang Big Big Train coach to make it more accurate I had got as far as finishing it in primer. In this instalment I go through the making of the chassis for it to fit on, painting the top coat, adding decals, inserting the window panes and fitting the end corridor doors.

The floor of the coach is made from a 3mm piece of aluminium that started life as the side door of an Apple G5 computer using a band saw and a bench sander.

(Example picture taken from the Internet)



The underbody furniture again came from Floyd Kraemer on eBay.

I first mounted them in a similar way he has done in this picture to a piece of plasticard. I did this as the aluminium floor had to be at the right height for the buffer beams to be attached and also give the correct ride height. The



As I chose decent colours for the wires, they are hardly noticeable. Unfortunately, some of the passengers suffer from leg amputation...

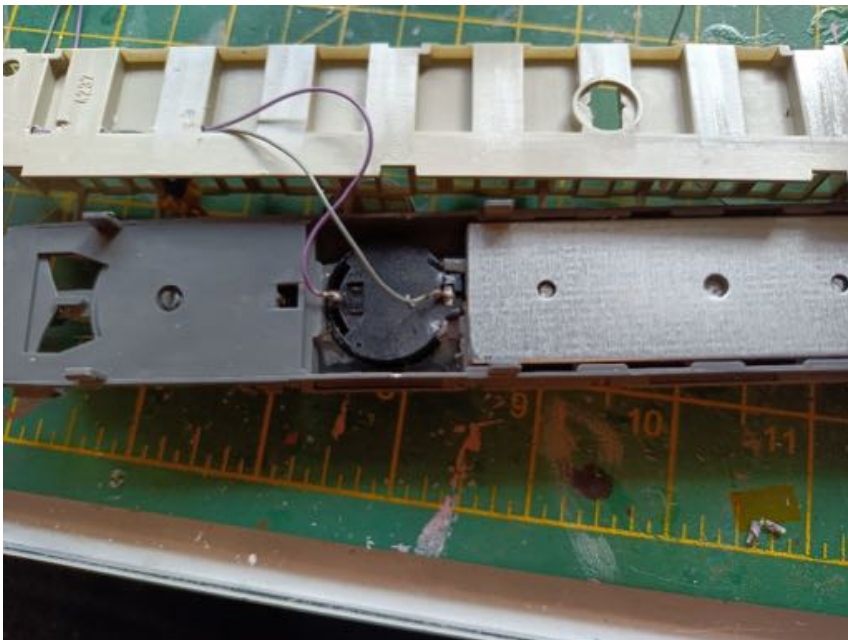
Here we have the train, with the previously repaired ÖBB 1014 locomotive in front.



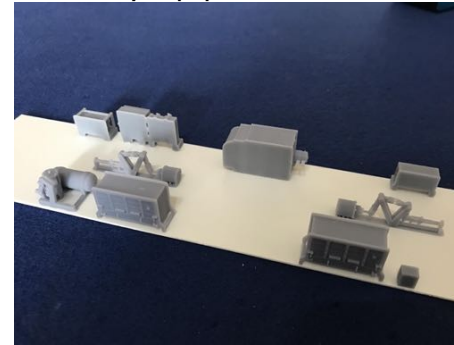
Happy modelling!



How to get the wires up without being visible from the outside? Well, I go under the benches to the toilet, and there up to the roof.



plasticard sheet then spaces the centre section low enough for the underbody equipment to be at the right height.



I have a choice of bogies

The ones that come with the original coach are OK, but not overly detailed, and would need the axles replacing anyway

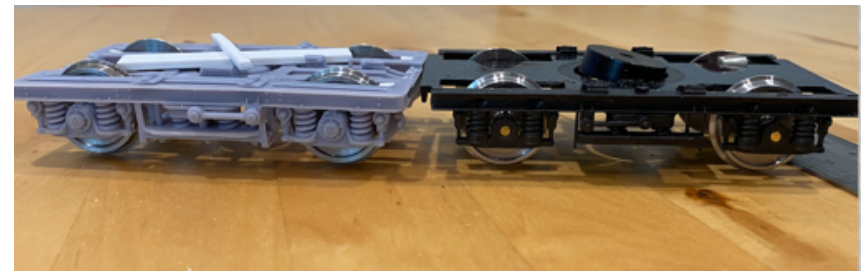
I have a set of B4 bogies from Easybuild

<http://www.easybuildcoaches.co.uk/TOP/BOGIE%20KITS.htm>

...and a set from Floyd Kraemer.

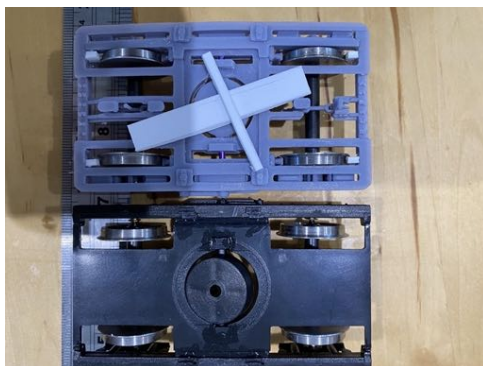
The black easy build bogies are, as the name suggests easier to build. (The bearing caps aren't glued on in these photos.

Floyd's grey 3d printed ones are I would say more detailed, having brake pads and more underside detail. The axles are actually easy build ones which can be purchased separately

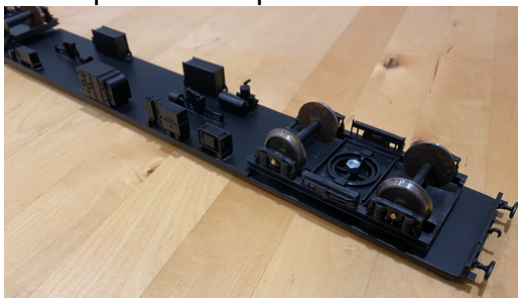


Easybuild do say they didn't bother with the brake pads as you will be hard pressed to see them once the coach is on the track

I have found the 3d printed parts to be more fragile, and you may be able to see a slight bowing to the frame which I think happens as it cools/sets. The couple of bits of plasticard are rested on the top as spacers to bring that bogie up to the correct height.



This is it so far, after having been sprayed matt black. Unfortunately, that means it doesn't show up too well in photos.



On to painting the top coat of paint.

For the top coat I used Railmatch paint, first spraying the body overall with Rail Blue then after leaving to dry for a few days masking off and spraying Rail Grey for the off-white stripe along the windows

I first sprayed the roof in Diesel roof grey which is what is recommended, but it looked way too light, so went in to a model shop and just eyed up what looked about right, which I think was GWR freight grey. In reality most coaches end up having slightly different coloured roofs.

Forgot to take pictures of some of this. The one below was taken as I was just starting to mask up for putting the white line transfers on around the grey window section

Part 2: Coach Lights

Last year I found some decent used ÖBB Abmz Eurofima coaches from PIKO at Hatton's. They were only three, so before Christmas I purchased another two of a similar series from Roco. Thanks god the colour differences are marginal, so you can run them together without a problem.

What I don't like are empty coaches, and also Donnersbachkogel has two tunnels, so it would be nice to have lights in the coaches.

I prefer the use of battery-operated lights, if possible, with the battery accessible from the outside.

These coaches are perfect, as they have battery boxes on both sides, which hide the battery perfectly. See here the location of the batteries under the coach. Of course, cutting a large hole into a coach is not to everybody's liking, but I am not planning to sell my rolling stock, and it adds realism to my layout.



The lights are switched on and off with a latched reed contact. The led strip is of a 3 volts type, I add a 100 Ohm resistor to make the lights less bright (but they would work also without the resistor!). In the picture you see the led strip, the reed switch and the series resistor. Here we have more wires and a second resistor, as this is the end coach, which also has a red tail light.



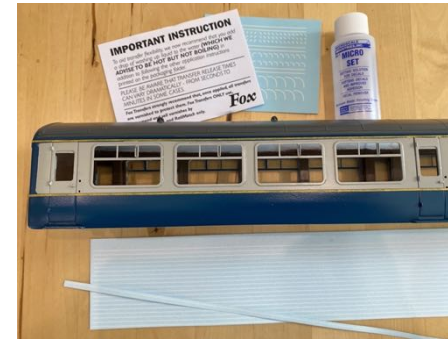
After a test fit, I had to find some matching paint, which wasn't too easy. I just used a trick and painted also the second buffer, so an eventually different shade of grey cannot be spotted.



I am quite happy with the work and will have an additional attractive locomotive for my layout Donnersbachkogel.

The lines from are from Fox's water slide transfers and are a set of lines and corners (I used the smallest corners in the set. Once cut out with a scalpel you soak the transfer in warm water with a drop of washing up liquid for about 30 seconds before applying. The bottle of Micro Set is to both help the transfer to slide a bit and once set helps to stick better. The decals also need to be applied to a smooth surface, so I first sprayed with gloss car lacquer. Once the decals were all applied, I sprayed with car lacquer again, but this time with a matt finish.

The plan was to have a straight line of masking tape to use as a reference line.



I found the best method was to tease one end of the transfer off with some pinpoint sharp tweezers and hold it down while pulling the paper out from underneath along its length, hopefully getting it roughly in the right place! Once it's in roughly the right place I found you can lift the end of the transfer up and re-lay it in a better position if needed before teasing it in

to position with the point of the tweezers by pushing it up against the masking tape. To get it ultimately as straight as line as possible I found pulling the transfer with the point of the tweezers along the length of the transfer working my way along about 5mm at a time drags it straight

As soon as I was happy with it I removed the masking tape before it had a chance to stick to the transfer (I was getting paranoid by this point)



Problem is as you can see above is that the transfers aren't long enough to do the full length of the coach, so a lot of fiddling was in solved in getting the second transfer to line up with a small amount of overlap.

If I thought that was tricky, putting the corners on was more so. they are so small you can hardly see what you're doing (I'm convinced I now need some new glasses) and found the best way to see was to use my phone camera on full zoom as a magnifying glass

In this picture you as well as one of the corners in the process of being positioned you can also see some holes drilled for the grab handles next to the doors.



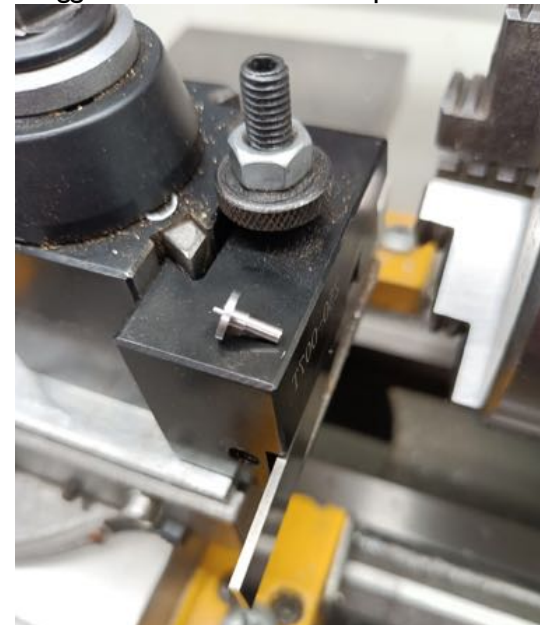
The coach numbers and end information came from Railtec transfers. They will print out individual coach numbers for you on request. I worked out what numbers they should be from this site.

https://uktransport.fandom.com/wiki/British_Rail_Mark_2#Numbers_built_28BR_stock.29

Well-equipped yes, but probably my machinery is a little big for the job... The already turned part is on the toolholder of the machine.



Here we are, bit bigger, in the middle of the picture ...



After some further forming and filing the buffer looks like this. Here you see the original and the replacement

Repair and Upgrade Workshop

By Gerhard Novak

Part I: Lost Buffer

In 2000 I purchased a OBB 1014 multisystem locomotive. These locomotives were built after the fall of the iron curtain, to allow trains to go without locomotive change into Slovakia, the Czech Republic and Hungary. All these countries have started the electrification of their railways rather late (for economical reasons in the communist system) and therefore have 25kV 50Hz overhead line systems. Austria started much earlier, when the technology didn't allow higher frequencies and voltages, so their overhead lines (as also those of Switzerland and Germany) are running 15kV and 16 2/3Hz systems.

See here a photo of the original loco, on the slightly run-down Eastern railway station



18 locomotives were built during the mid-90th, they had a rather short life of only 15 years. Roco manufactured a first batch of this locomotives in H0 scale between 1999 and 2000.

What happened to my model was that I lost one of the buffers, and I couldn't find it any more. So it went into its box, and stayed there....

Until today, as I decided the model is too nice to live in a box. So, I decided to make a buffer. First a drawing has been made, and the material choice was aluminium. Who knows me probably knows that I like to work with metals and I have a well-equipped workshop.

This was the ultimate in fiddlyness, (if that's a real word) but I am amazed with the detail of the lettering. I have a set of no smoking transfers to go on the inside of the windows once they are fitted. I have absolutely no idea how I am going to manage that!



Time to fit the windows

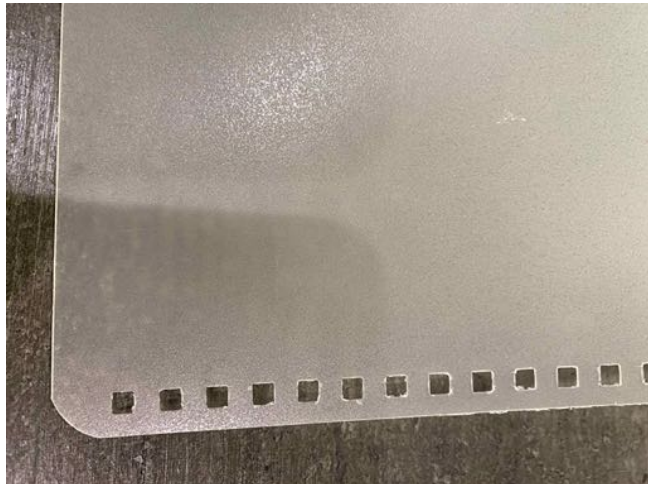
If you remember I made the windows way back before I glued on the frames. I'm glad I numbered them back then which made it easier now to match them up with the holes. They needed a little extra fettling to make them fit as there is now some paint to make the holes smaller

To attach them I used Microscale 'Micro Kristal Klear' which goes on milky like PVA but dries clear. It can be used either as a glue, or teased across smaller windows to make the glass itself. As the window panes are a tight fit I just use a little bit around the corners to hold them in

Now I was hoping that doing this would help stick the window frames in better, but I still had issues with a couple coming loose, so rather than use super glue which will make the window panes haze over, just used a bit more of the Micro Kristal to reattach them.



For the toilet windows I added a piece of frosted binding page behind the window



and here it is from the outside.



Next the corridor doors on the ends

These again came from Floyd Kraemer, but as the door opening on the Triang coach is curved at the top and I have modified them to be straighter as per the real thing, I had to file down the top of the door a little to fit. For the colour I took an educated guess and used Rover Applejack Green car paint. I cut out some more tiny bits of the frosted binding page to glue in the end windows, again using the Micro Kristal.

The doors aren't glued in, but instead held in using black tack (like blue tack but much stickier).



Next time: Interior, couplings and detailing.