

Member Updates

Please join us in welcoming the following new member to the club. If you see him in the clubroom, please introduce yourself.



Colin Morgan



Paul Sucksmith



Glen Wadcock

Returning Members

Daniel Brown



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.
- ❖ 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.

Deadline for articles for the Summer Edition is the 26th August 2024 with the Newsletter being published by the 1st September 2024.



Quarterly Newsletter

Issue 214

Summer 2024

CHAIRMAN'S NEWS

Hello all, and welcome to the second newsletter of 2024.

It's been a busy few months for the club with the highlight being our 2024 Exhibition which was on Saturday 8th June. I'd personally like to thank everyone who helped out with the exhibition, from the planning stages all the way to those who helped out on the day. An especially big thanks go to Russell for coordinating the show and keeping it on track. Congratulations as well to Wayne who won best in show via a public vote with his new layout East Anstey. The provisional profit for the show is £3,500 pounds according to Chris, which is up from last year and marks an excellent return!

Over the coming months there will be some changes at the club. Russell Horne has announced that he is standing down from exhibition manager. From marshalling the Stantonbury car parks on a cold February morning to leading the last two exhibitions at the Ridgeway Centre Russell has been an invaluable member of the exhibition team and I would like to thank him for all he has done. Chris Hughes is also standing down as the treasurer. After Bob's passing last year, Chris stepped up to take on the role of treasurer and has done an excellent job of keeping the finances in what was a very challenging time, so once again I would like to thank Chris for all he has done there. This therefore means we will need a new treasurer and exhibition manager. If you are interested in either role, please contact either myself or the secretary by the end of the month.

Much has been going on with layouts in the clubroom in the last few months. Our O Gauge layout, Frimingham, has been completed and made its exhibition debut at our show. It will also be attending the show at Roade next month. Brinklow has had its goods loop completed as well as a thorough “greening up”. This involved going over all the vegetation with fresh greenery and removing traces of the black dust which plagued our clubroom a few years ago which I’m sure you’ll all agree has made such a difference. Brinklow appeared at the show at Watford in May and already has several more bookings for this year and next.

Finally, just before going to press we have had our second club open day of the year this past Saturday, 23rd June. We had 7 layouts in operation as well as AGR Model Railway Store having a stand in our second room. Overall, I would say the day was a success with 51 Adults and 19 Children attending with a number of people expressing interest in joining us.

I hope to see most of you at the club and if anyone has any suggestions at all please feel free to speak to either myself or any other committee member.

Tim Byrne
Chairman

The last ship docked in 1970 and in 1991, with declining numbers and vandalism the pier itself closed. Maintenance costs were high and it was considered unviable to restore it. The pier remained structurally sound with no movement found during surveys. In 1994, the Queens Pier Restoration Trust managed to secure listed building status for it a year later.

The trust has gone on to raise funds and has restored the first three of the twenty-five sections and has installed rails in the new decking. Work is now progressing on bays 3 to 6.

During my visit I talked to one of the restoration volunteers. I discovered that he had been born in Wolverton and had served his apprenticeship in the works. It was clear that the high standards of the railway works were thriving in Ramsay.

The railway too is being restored and the locomotive and its coach have now been relocated from Jurby and stand on the track. This year the restored sections have reopened to the public. Admission is free with a donation bucket raising several hundred pounds each open day.

In addition to all the lines that have appeared in the last few issues, the island has a rich history of disused lines and a rich industrial history. Nowhere else in the UK will you find so many different forms of traction within such a small space!



Looking out to see the first three sections have been restored to a high standard transforming a derelict eyesore into a future visitor attraction.



The 1937 Planet locomotive and coach. Note the oversized key – a windup no doubt!

Queens Pier, Ramsay was built between 1882 and 1886 when it was officially opened by the Bishop of Sodor & Man. Sodor is of course a name familiar to those of us who have over the years become acquainted with a small blue tank engine usually known as 'Thomas'. Whilst there is no such island, the Sodor element of the Bishop's title is related to the Norse name for the Hebrides off Scotland which was once linked with the Isle of Man (Manx).

It was built to allow steam packet ships to bring in visitors to the town and was constructed using wrought iron with timber decking. In its first year of operation 156 ships docked alongside it.

2,160 feet long, a 3ft gauge tramway was installed around 1895 so that passengers for the steamers could be pushed in trucks along the pier. It was not until 1937 that an order was placed with Hibberd & Co for one of their Planet 8hp diesel locomotives and a passenger carrying coach.

The railway operated again after WW2 and ceased operating in 1981 when the track needed replacing. The locomotive was used in dismantling the Manx Northern Railway between St. Johns and Ramsay before retiring to the Jurby Transport Museum.

WANTED – THE CLUB NEEDS A TREASURER WITH EFFECT FROM THE NEXT AGM IN JANUARY 2025 TREASURER – JOB DESCRIPTION

As Treasurer you will be responsible for the day to day management of the Club finances which are held in two bank accounts: Lloyds for MKMR Club, and Barclays for MKMRS Ltd.

You will need to be able to visit either bank as the need arises to pay in monies collected

You will need to be confident with on-line banking in order to make transfers between accounts or pay invoices for goods and services including reimbursement to Members who purchase items for the Club.

You will ensure the necessary Standing Orders are in place and kept up to date in order to transfer the correct amount of rent money from the Lloyds account to the Barclays account each month before the date the rent is collected automatically by the Landlords.

You will maintain up to date records of all income and expenditure supported by the appropriate receipts and invoices and present Club accounts at the AGM.

You will need to have use of a computer and printer with internet access as well as a working knowledge of simple Excel spreadsheets in order to maintain the 'Cashbook' accounts and to ensure Member subscriptions are received on a regular basis.

The MKMRS Ltd administrative year runs from 1st October to the following 30th September, soon after which date the accounts need to be passed to the Accountants (currently We Are Pi Ltd) for audit and submission to HMRC before the following July. The Treasurer will have been pre-registered with

Companies House as a Director of MKMRS Ltd in order to sign off the audited accounts.

The MKMR Club administrative year is similar, after which, although there is no requirement for formal audit, the accounts and a written report must be submitted to the Charities Commission before the following July. You will also have been listed with the Charities Commission as the lead Trustee for the Organistaion

You will also be responsible for renewing the Clubroom insurance, Data Protection Officer's registration and the Club's web services account on an annual basis as well as keeping the Barclaycard payment machine in a secure place to prevent unauthorised use.

Additionally for exhibitions you will withdraw a sufficient Float for use on the cash desk and take out adequate insurance to cover visiting layouts and cash in transit. You will issue invoices to the Traders and be responsible for collecting their stand fees together with distributing travel expenses to visiting layout operators. Following an exhibition, you will collate the income and pay the cash into the Lloyds account at the earliest opportunity.

Remember, no Treasurer effectively means no club as there will no access to the money.

railway. The wheel was due to follow the same path but was rescued by a local builder who restored it. The wheel recently restored rotates three times a minute with water to drive it held in a cistern located above the wheel in the hillside. The wheel, not surprisingly, dominates the skyline around Laxey and is an amazing piece of Victorian engineering.

The line only operates on Saturdays between 1130 and 1630 and is entirely volunteer run. Holders of Go Cards which can be bought for use over several days can travel for free on the Groudle Glen, Laxey Mines Railway, trams, trains and buses for free after activating their cards. A five-day pass cost £55 in 2003. We had our money's worth in the first couple of days!



Leaving Valley Gardens station. The tunnel is behind the shop, reached by a sharp curve.

The Laxey mine stopped working in 1929 with everything above ground being scrapped including the two locomotives. Fortunately, a number of wagons remained in the sealed mine. In the 1970s industrial archeologists discovered much of the line underground was untouched and that a rake of wagons had been parked up in one of the tunnels and never recovered. The two locomotives sat in their shed until they were scrapped in 1935.

A generator had been installed in the tunnel which prevented a reopening attempt in the 1980s to gain momentum. The generator was later removed and at the end of the 1990s attention was once again focused on reopening the line. The Laxey and Lonan Heritage Trust in May 1998 suggested reinstatement as a millennium project.

Restoration would be challenging. Sixty years of vegetation now occupied the route whilst one end of the tunnel had been blocked with debris. The engine shed site was no more than a pile of rubble although once a start was made in May 2000 on vegetation clearance some sleepers were found still in the ground. During construction of a housing estate adjacent to Mines Yard, the terminus of the line from Valley Gardens, most of the spoil had been dumped on the former sidings site and needed to be removed. This was also the point where the line branched off to go underground.

Members of the Groudle Glen Railway assisted with the track laying which retained the unique 19" gauge with half of it being laid from Mines Yard towards the tunnel during 2001. A generous benefactor allowed the Heritage Trust to place an order for two replica locomotives ('Ant' & 'Bee') to be placed with Northern Steam in Darlington. A carriage in the form of a 'man rider' like those used underground in coal mines was placed with Alan Keef. Passenger operation commenced in September 2004 to coincide with the 150th Anniversary of the Laxey Wheel. A battery electric locomotive was acquired from a mine in Cornwall. It was built by Clayton in 1973 and arrived on the island in 2009 after being rebuilt by Alan Keef. It is named 'Wasp'.

Laxey is also home to the famous 'Lady Isabella' water wheel which at 72½ ft in diameter and is the largest water wheel to remain in use. It is now operated by Manx National Heritage and is an important visitor attraction. The water wheel was used to pump water from the mines, the water generating power as the island was devoid of any natural coal supplies. Following closure, scrap merchants removed much of the machinery and

Meet Our New Member

Colin Morgan



It starts as a familiar story to many of us, I had a Hornby 00 set when I was a child, but work and other distractions intervened.

I regained interest a few years ago and restarted in N gauge, however with arrival of children I became nervous of their handling of the smaller scale and decided to return to 00. Growing up in Watford (and moving to MK!) and working at Euston in the '90s, I have a soft spot for all things West Coast but have always run an eclectic mix of stock. I have a 6x4 home layout on which I run British steam and modern but also European, American and even an Australian freight train! So, I'm probably a purist's nightmare! Most things do, however, run in prototypical formations.

I still earn a crust from 12in to the foot scale trains, but defected to the Chiltern line several years ago!

Meet Our New Member

Paul Sucksmith



I served a 4 year apprenticeship in the Royal Air Force as a boy entrant from age 14 to 18 then posted to Germany on completion (airframe/propulsion electrics).

After Leaving the RAF at 23 being made redundant! I married and decided on living in Milton Keynes and had a job at Cranfield with Whites Aviation services, they closed down 2 years later! I then spent 6 years at Wolverton BREL working for the catering company keeping the vending machines working for 6 years. Oh, how I wished I had had a camera when there!

I then went to work with GKN Sankey as an area supervisor for the engineering service on vending machines, needless to say they were taken over by another company and this was repeated several times. I must have been doing something right as I was kept on and promoted as well!

I worked with them until I was 68 and got thyroid cancer and had half of my neck and shoulder tissues removed but the good news is I am now 3 years cancer free!!

So, I cannot lift anything, can't walk far due to my diaphragm being torn, the knees have stopped working and my windpipe being narrower than normal.



The driver stands just above rail level in this push-pull operation. The train is about to leave Mines Yard for Valley Gardens on 24th June 2023, Note the seat at the front so the driver can sit down through the tunnel section.

This is another line that has been brought back from the dead.

The mineral rich Isle of Man, saw iron, copper and lead being mined on the island as early as the 13th Century. Laxey was mined for its lead ore, but other minerals were also found here including zinc and silver. At its peak it employed 1,000 men.

The mine at Laxey opened around 1878 but closed in 1819. It was reopened following its sale in 1823. It was at this time that the Laxey Mines Railway evolved. Built with a gauge of 19" it was originally a hand operated railway with wagons being pushed from the mine to the washing beds adjacent to the current Laxey Mines "Valley Gardens" station. Ponies were used from 1827 until two steam locomotives were ordered from Stephen Lewis & Co of Poole, Dorset. These were named 'Ant' and 'Bee'.

The line has a tunnel under both the main road from Douglas to Ramsay and the Manx Electric Railway.

plan as were the Isle of Man Government and later that year they granted planning permission.

Track, two diesel locomotives and some rolling stock were purchased from a closed line in Avon, whilst some trucks were purchased from the RAF. A section of track was laid in time for Santa specials to be run by Christmas 1983. The rest of the line was completed over the next few years with an engine shed and a replica of the original station at Lhen Coan.

A new café and visitor centre at Sea Lion Rocks opened in 2012. The line only operates on Sunday afternoons in the season.



Lehn Coan station with 'Sea Lion' about to depart for Sea Lion Rocks

Otherwise, I Am full of Ideas and can probably help with fault finding, designing and poking my nose in! I am a shareholder and supporter of the Gloucester Warwick Steam Railway.

I model N Gauge and I am a member of the N Gauge Society, the period I like to cover is the end of steam to the beginning of dieselisation, Great Western Railway, I also work to rule 1, I can and will run trains that may never have run together. I currently have two layouts, Resby Junction, that I want to move on as I have found it too complicated to run on my own and I recently purchased Tomsbridge Junction Change for St, Faiths. as it is a much simpler layout, but until Resby moves on I cannot yet to operate it. I am looking forward to meeting members and making new friends as after Covid many of the old fraternity passed over.

Hopefully see and meet you all soon.

Meet Our New Member

Glenn Wadcock



Firstly, thank you to you all for the warm welcome you have given me from the moment I first met some of you at the open day last year, to coming over for the first time and then joining the club.

As a child I had a small OO gauge layout and when my bedroom was redecorated a small N gauge layout was incorporated, but as time moved on and an apprenticeship and house came to be, the model railway took a backseat.

Fast forward a few years and when my son was 2 years old, he has become a big railway fan from N gauge to the real thing. So, in the past 12 months I have been looking at building an OO gauge layout for both of us. Looking at TV programmes (Hornby: A Model World and Pete Waterman - Little Trains and Big Names) have inspired me to go forward. Looking at my old train collection, I found some of my father's Hornby Dublo 3 rail OO gauge and that has, currently, led me to build an OO 3 rail layout (and thank you to Dennis for recommending me to join the HRCA) with plans for a 2-rail layout to be built in the garage when space allows.

A café was built and at the edge of the cliffs at the headland, where there was a cove, as part of the zoo, two pools were built for sealions and Polar Bears to add to other attractions including a band stand and dance floor to entertain the Victorian tourists.

To cater for visitors a 2ft narrow gauge railway was built in 1896 which ran for three quarters of a mile to a station at the headland which was named Sea Lion Rocks. A terminus station was provided about half-way down the glen at Lhen Coan, which in the Manx language means Lonely Valley. To operate the service a 2-4-0T steam locomotive was ordered from Bagnall's in Stafford and was named 'Sealion'. A second locomotive identical to the first was purchased from Bagnall's in 1905 and these worked trains up until the outbreak of World War I in 1914. G.F. Milnes of Birkenhead provided the original coaching stock for the line.

Between the wars the glen and its railway proved ever popular, and the zoo reopened after WWI only to close completely when war broke out again in 1939. Even today the former sealion and Polar Bear enclosures can clearly be seen, replenished with new sea water at every high tide.

After World War 2, the railway remained as the only attraction and at the end of the 1962 holiday season the railway closed and in 1963 the only serviceable locomotive 'Polar Bear' failed. This left only the footpaths for visitors to enjoy the trees and fauna as visitors were attracted away from the island by the sun and low prices to destinations on the continent.

After closure there were attempts to form a railway preservation society in 1965, but two years later with no visible progress, the owners of the glen demanded that the railway be removed. In 1968 the locomotives were spread wide and far with 'Sealion' and some of the coaches moved to a now closed steam museum at Kirk Michael. 'Polar Bear' moved to the mainland with 'Sea Lion' following in 1981 when it was acquired by the 'Sea Lion Locomotive Society' and moved to Loughborough. It currently resides at the Amberley Museum.

It seemed that the Groudle Glen Railway would, like many other lines, fade into the memory. However, in 1982 a group from the Isle of Man Steam Railway Supporters Association undertook a survey to see if it was possible to reinstate the railway. The new owners of the glen were supportive of the

Boats & Trams & Trains – Part 4 The smaller lines

Dennis Lovett travels back in time to visit the Isle of Man



Sealion arriving at the Sealion Rocks Terminus of the Groudle Glen Railway on 25th June 2023

We return to the Isle of Man for a look at three of the smaller lines which exist on the island, all three of them having been brought back to life in recent times.

The Groudle Glen Railway

When the Manx Electric Railway reached Groudle in 1893, the nearby natural glen, complete with stream, waterfall and waterwheel, was transformed into a tourist hotspot. Pleasant pathways were placed between the various trees and ferns, with other species being planted.

I currently have OO gauge stock in both 2 and 3 rail including a couple of live steam locomotives and my old N gauge stock that I hope will come into its own as my son grows.

Once again, thank you all for your warm welcome and I look forward to meeting more of you in the coming months.

Adding Coach Lighting and Figures to Bachmann Coaches

By Ian Egerton

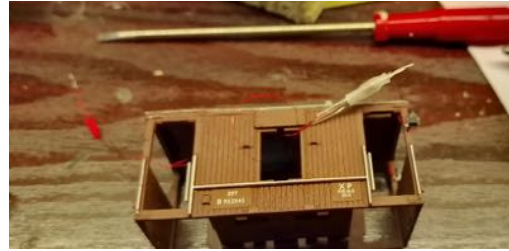
As a few of you at club are aware a few months ago I came up with the idea of wanting to add coach lighting and figures to my Bachmann MKI coaches to give the coach a bit more feel of realism. I have a range of different MKI coaches such as second opens, corridor composites, restaurant, and brake coaches. This certainly would be a big project to fulfil with around fifteen Chocolate and Cream MKIs to do and about eight suburban coaches to do. Luckily the suburban coaches I have come pre-fitted with figures so that cuts out a little bit of work there.

So, the first step was adding coach figures to all of the chocolate and cream MKI's that I have, I chose to use Bachmann scenecraft seated coach passengers as they're cut down and have had their operation already of removal of legs! There are not cheap I must say however they are extremely detailed! With the cost of the figures, it has meant I have spread this project across a period of time. However, there was an exception of the restaurant coaches where the Bachmann figures were too big to sit in the seats so I have to use Chinese figures and significantly cut and file them down so they could sit in. Absolutely crazy that Bachmann figures don't fit a Bachmann coach! On the topic of restaurant cars, I decided to really go to detail with them and had table lights to these coaches, I know what a crazy idea! (I used DCC concepts working table lamps). To do this each table had to have a small hole drilled for the lamp to sit into. As you can see from the picture once the lamps are in place you wouldn't know about the drilled hole, and they sit in nice and tight there was no glue required. There were quite few wires as can see in the picture, they were all tidied up and held in with a very small amount of tape on the underneath of the carriage. Unfortunately, I did not take any more pictures as I forgot to, however I was very pleased with the outcome.



l) Once you have determined which leads are connected to which coloured LED, you can proceed.

m) Fit the lamps as per picture.



n) I used 10 K ohm resistors, which give you adequate light.

o) One thing I had to do is paint the internal glassing, so you



cannot see all the wiring inside. See below picture.



p) Once all this was checked out and working, I could re-assemble the guards van and try on track.

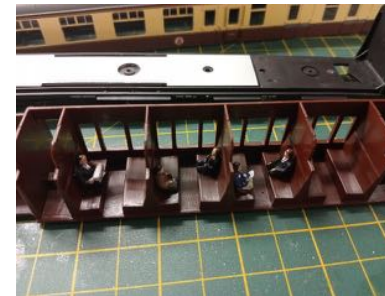
q) Please see all other pictures of finished guard's van.



Process of fitting the figures isn't too complicated with removing the body of the coach is simply by unscrewing the bogies and then three retaining screws and carefully take the detailing bits out



which sit in the roof. Taking the seating compartment out is quite simply to it just slides out easily. In this case the coach used for pictures is a corridor brake composite.



Final process of the passengers is adding them to the coach. I used liquid poly glue to stick these down which I found works well for me. Tried not to add too many or too little people into each coach so it gives a nice balance. Really think adding figures gives so much more to a coach.

As now the work of adding figures is complete it is now onto the process of adding coach lighting.

Below is a guide to how lighting has been added to the coach. Note each coach has stay-alive added too as you'll see below. Have used DCC concepts 2mm axel spring pickups so then you don't have any drag.

Start with Bogie taking axels out of bogie and remove one wheel of each axel.

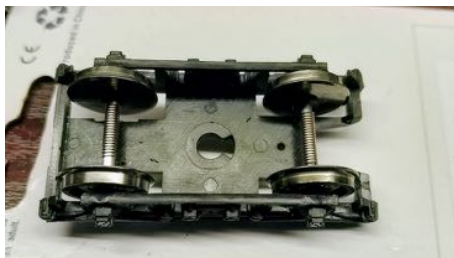


Wheel wire round an insert and remove axel paint removed for spring. Now

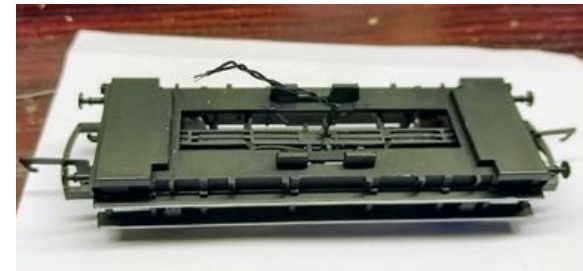
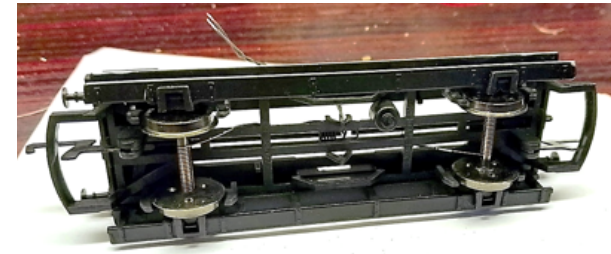


the spring is added the wheel can go back on the axel and this part is complete.

Completed Bogie set and completed bogie set with connecting wires.



- g) Solder the wires to the spring pickups.
- h) This is now ready for connecting to circuit board.



- i) Build the circuit board as per picture. Complete with capacitor.



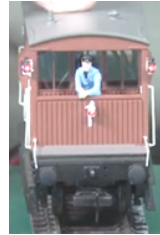
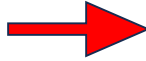
- j) ohm resistors. Depending on the brightness that you wish.
- k) I use on the resistors that came with the dual colour lamps. Connect to LED pads.



BR 20T Brake Van Conversions By John Gusterson

Depending on which type of brake van you please refer to instructions of how it comes apart.

This is what is to be achieved at doing.

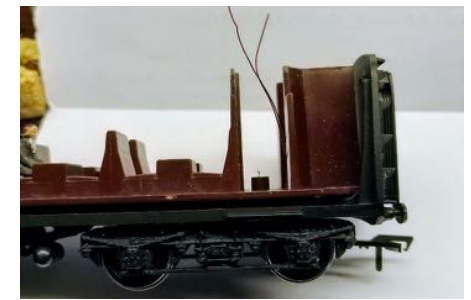


I. Once you have striped in down to its different parts then you can proceed.

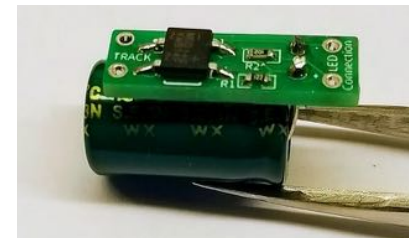
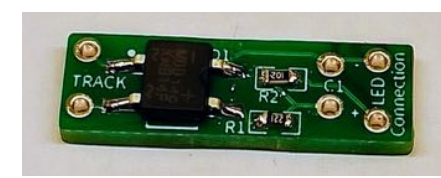
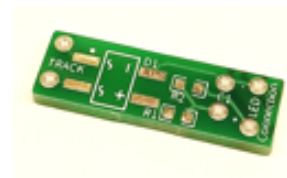
- Remove one wheel from its axial so you have one axial with wheel attached and one wheel on its own (this done by gently giving it a twist and pull)
- Remove any paint on the axial if any. Use fibre pen or fin wire wool.
- Knock out slightly the plastic insert in the wheel that you removed from axial.
- Wrap a single strand of wire round the plastic insert and pinch back in, tuck end of wire though hole and add spring pick ups from DDC concepts. With tale facing the electric you have just made with wire.



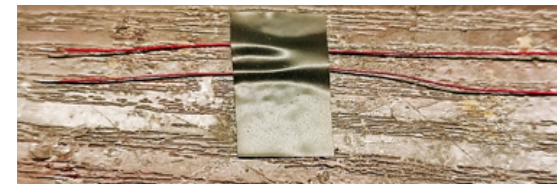
- Pushing the axial back on the wheel.
- Pick up side is now complete (you need the same to the second axial.) make sure you have the connections going from both tracks though.



Keeping the wiring nice and neat then bogie is fitted back to chassis can see wires coming through ready for PCB board and capacitor to be put in place.



Here we have pictures of the PCB board starting with it being blank then in the following picture next to it is the PCB with the components added on. The components are very small!! Then in the last picture the capacitor has been added.



Now we are getting down to the final part the lights themselves. I am using surface mount LED's so here am using enamelled wire to solder the surface mount



LED's to. The amount of LED's I use is dependent on the coach type, so for example I use more in a corridor composite coach than a composite brake coach.

Then wire to circuit board and capacitor which as can be seen in the picture sits quite nicely in the toilet

area of the coach and this is perfect as it is hidden from view so you will not notice anything when the coach is running.



Now all the LED's are in position on the roof and are fixed in place with electrical tape. So now all the installation is complete time for testing.

Everything working as it should be which is a relief. Now time to finally put the roof back on

and the coach.








I am quite pleased with the finished item and the LED's aren't too bright.



To get the PCBs they were made in China by a company of JLCPCB, and John Gusterson kindly designed these boards himself using their software. As for the other components they came from a company called LCSC. For the LED's they're from amazon and come direct from China. With making these boards and doing the lighting this way it gives you an approximate cost of £5 per coach, which is cheaper than using lighting kits ready supplied!

I have personally really enjoyed doing this and I think it brings a whole new detail to your coaches and bringing it more to life. I would like to give a huge thanks to fellow member John Gusterson who has helped me massively with this and without his kindness and skills this project wouldn't have been doable.

The following shows the components required to complete the project, as you can see many of them require to be purchased in a quantity of 100.

Component	value	size	Type	From	QTY	PRICE	
PCB	n/a	19.91 x 6.51 mm		JLCPCB including P&P	100	£ 29.20	
Resistor 1	220 ohm	R0603	SMD	Amazon.co.uk	PER 100	£ 3.99	
Chanzon 100pcs 0603 SMD Resistor 220 Ohm 1/10W 0.1W ±1% Tolerance Thick Film 220R SMT Chip Resistors Rohs Certified							
Resistor 2	1k ohm	R0603	SMD	Amazon.co.uk	Per 100	£ 3.99	
Chanzon 100pcs 0603 SMD Resistor 1K Ohm 1/10W 0.1W ±1% Tolerance Thick Film 1KR SMT Chip Resistors Rohs Certified							
Bridge Rectifier Diode		MBF	SMD	Amazon.co.uk	Per 100	£ 3.99	
Chanzon MB10F SMD Bridge Rectifier Diode 0.5A 1000V MBF (SOP-4) Single Phase 0.5 Amp 1000 Volt Silicon Diodes							
Capacitor 1	1000 uf		normal	Amazon.co.uk	Pack 5	£ 5.72	
E-Projects B-0002-L08 Radial Electrolytic Capacitor, 1000uF, 25V, 105 C							
LEDs for lighting					Amazon.co.uk	PER 100	£ 4.58
CHANZON 100 pcs 0805 Warm White 3000K SMD LED Diode Lights (Small Surface Mount Chip 2.0mm x 1.2mm for PCB DC 3V 20mA) Super Bright Lighting Bulb Lamps Electronics Components Light Emitting Diodes							
LEDs for lighting					Amazon.co.uk	PER 100	£ 4.66
CHANZON 100 pcs 2835 Warm White 3000K SMD LED Diode Lights (Surface Mount Chip 2.8mm x 3.5mm DC 3V 150mA 0.5W 50-55LM) Super Bright Lighting Bulb Lamps Electronics Components Light Emitting Diodes							
with LEDs priced at £ 4.58					Total cost without P & P	£ 160.15	per coach 100 £ 1.60
with LEDs priced at £ 4.66						£ 160.23	per coach 100 £ 1.60

NOTE FROM THE EDITOR

I have spoken to John at length about this and I would like to add these to at least 15 coaches of my own coaches. What we would like to know is if any other members would like to have these 'kits' for the lighting of their own stock. To get an idea of numbers, could I ask anyone interested to email me at MKMRSNewsletter@courtmk.co.uk with the number of kits you would like. Once we have these numbers, I will speak to John and we will work out the per kit cost and let you all know. I will then order the components and sell the parts to the members that want them. Doing this we spread to cost of postage and also optimise the purchase quantities.