

MILTON KEYNES MODEL RAILWAY SOCIETY

Quarterly Newsletter

Issue 185

Winter 2015

CHAIRMAN'S NEWS

Well, the nights have drawn in and we shall be arriving at the Clubroom in darkness again for a few months; however there is certainly no darkness inside the Clubroom with plenty of activity on all our projects. Trackwork has been completed on the 00, 0 and n-gauge layouts with electrical wiring in hand on the latter two. I am pleased to report that following a letter from Roger White to Peco, we managed a 20% discount on the 00 track required for the mixed gauge test tracks, and also that Roger Mills has devised a clever way of adding a third rail to Peco track in order to facilitate Hornby Dublo running.

In September I went to Germany for the annual open day at the DB Meiningen Works where many engines were in steam both giving footplate rides and for people to touch and climb up on - imagine that being permitted in this country. The tour also took in a standard gauge preserved line, two 600mm narrow gauge railways, a steam charter train on the metre gauge Darmstadt tram system and a trip round Darmstadt on a vintage tram. One of the narrow gauge lines, the Fortuna Mine Railway is a delightful little 600mm gauge railway museum hidden away in the forest at the site of the Former Gruba Fortuna iron ore mine. Iron ore mining ceased in 1983 and the narrow gauge railway museum was established a few years later. Two halls house 58 locomotives, most of which are tiny diesel mining



locomotives but there is a small collection of steam locomotives which haul trains round the 2.7km circular track on open days. My you tube video can be seen using the following link:

www.youtube.com/watch?v=aVOPJ_Q2z9k

We also spent a day on the Isle of Wight Steam Railway in September, where this year the 02 Class 0-4-4T No 24 'Calbourn' was in steam. As is usual following a visit to a real or model railway exhibition, enthusiasm is stirred and upon return from holiday I delved into the cupboard and retrieved the Alan Gibson kit I purchased probably more than 15 years ago. I unwrapped the still pristine brass etched parts and confirmed as I had thought, the kit includes parts to construct an IoW variant of the class, which has an enlarged coal bunker. Perhaps needless to say the parts have all been packed away again to wait for that rainy day when I haven't anything else to do.....in the meantime I note that Dapol are expecting to deliver an r-t-r IoW 02 in 0-gauge during 2016 at not much more than the cost of the kit I bought with motor and wheels etc all that time ago.

As the club year draws to an end it is time to think about officers to serve the Club for 2016. Nominations will be invited for all committee posts, so if you would like to influence the running of the club's activities and are willing to attend 11 meetings during the year, held where possible on club nights, then just add your name (together with a proposer and seconder) to the nomination list which will be posted on the notice board in the next couple of weeks.

In closing I wish all Members and their Families a Merry Christmas and look forward our annual mince pie evening, to be followed on Tuesday January 26th by the AGM.



The Story of the Missing Princess

Once upon a time a club was the proud owner of a Hornby Princess DCC sound locomotive, which was generously donated to them by Mr. Hornby. The Princess lived happily on the club's new OO gauge layout and life was good to her. She was taken out for good long runs, where she could blow off steam and show off all of her good points to anyone who wanted to watch.



Then one day the Princess decided to venture off on her own, to explore the wide world outside of her comfortable home. So off she went with a spring in her step and not a care in the world and without a thought for all of the poor people at Barton Crossing who would miss her so much. The Princess unfortunately was not as good at navigating as she thought, and she soon began to realize that she could not find her way home and she was lost in the bad wide world, well away from all those who cared for her.

The Princess cried herself to sleep every night, wishing that she could remember how to get back to her lovely home at Barton Crossing. The more she cried and the more she worried, the worse the situation became. Then one day a knight in shining armor arrived to show her the way home and she live happily ever after at Barton Crossing.

The End

Unfortunately for MKMRS at the moment, our story does NOT have a happy ending. We are the proud owners of the box for a Princess only. If any reader has any ideas where the Princess may be hiding, could you please inform any member of the committee, who can then become that Knight in Shining armor, and then we can also have a happy ending to this story.

Financial Control

By Your Committee

When the club left its long-term home at Bletchley Park it had to make some very dramatic changes, to allow it to operate and survive in the commercial world. The main change was the need to become a limited company and be registered with Companies House. Being a limited company protects our members and the committee in the commercial world.

With the formation of the Milton Keynes Model Railway Society Ltd we had to improve our accounts to be more precise. With this in mind our Treasurer has done a superb job in the restructuring of the accounts, which now allows them to be audited to a commercial standard and are acceptable for submission to Companies House.

In 2014 / 2015 it was agreed, that for all new layouts, a cost proposal would need to be submitted to the committee for approval, before work commenced. This proposal would then form the basis for the expenditure on the layout in question. On a monthly basis, the budget owner needs to present to the committee the budget versus expenditure and if required explanations for overspends and also any requests to increase the budgets.

This currently the budgets that are in place –

Barton Crossing – OO gauge
Brinklow – N gauge
Barnes Junction – Mixed gauge
Frimington – O gauge

Dave Court
Bob Taylor
Roger Mills
Chris Hughes

We want to make all members aware, that if they intend to buy anything for any of the above layouts, the person named above MUST preapprove the expense. Failure to do so could mean that you are not reimbursed for the item.

Over the next few months the committee will be implementing budgets for all areas club expenditure and we will keep you informed as these are implemented.

These budgets are not intended to restrict the clubs activity, but to make sure that we remain a thriving club for many more years to come.



Meet the Members: Jacqui Perrat

My first railway was clockwork, and I was three. I was jealous of my 14-month-old brother who had Hornby. Mistake really because I was freely allowed to play with the clockwork train whereas he was only allowed to play under supervision. Older and wiser now!

As a teenager evenings and weekends I frequently joined my father in the loft – his domain – where I learned about electronics although this knowledge is very far out of date now.

Once I started work the only trains I was seeing were the ones I was travelling on. Leaving home at 6.30am to be at work for 9am, and getting home around 8pm. Since my husband was a Naval Officer when the boys wanted a train set, it had to be me, so I built them a permanent fixture in the lounge. Standard 8 x 4 on kitchen units to the front with longer storage behind. They had plenty of room for lots of trains. I built a church – used crushed kitty litter for pebbledash, made roof tiles from Fimo clay which I rolled and baked and cut into individual tiles. I hand painted the stained glass windows – couldn't buy them back then. Would have been nice to have the Hornby from my parents but they sold it when my brother died. So I built the complete layout for them but let them play with the trains. And I let them play without the strict supervision of the layout my brother had. That was also my first foray into tree making.

I returned to work in London. I knew Richard Lines (Hornby) and he used to save his mispaints for me, which I would repaint and redetail, and MRM (a long since defunct model shop at Kings Cross) would sell on commission.

Later I relocated to Northampton where there was no railway club in those days so MKMRS was the nearest club. We often frequented the Model Shop in Welly Road at weekends, Simon English started his shop in Jimmys End, and then a third was started just up the road from us. However, when I went in and asked for Mekpak and they didn't even know what I meant I knew it wasn't going to survive. Sorry to be proven right.

I was doing a bit of modelling with the boys, but I think they'd had a surfeit of railways 'cos aircraft were chosen. I became involved with the Dollhouse club in Northampton but they were more collectors than modellers and looked upon me

as a bit of a guru because I'd make stuff. For them I ran workshops for carpentry (thanks dad for the set for my 10th birthday), taught them soldering, and other useful stuff. Once day a week I'd go from the day at Northampton University to the evening at Northampton College of FE where I'd teach a model making course. They approached me, no idea how they found me, but perhaps something to do with the Dollhouse Club?

I visited the Gauge O Guild show at Bletchley Leisure Centre one year on my own. I asked one stand owner for a couple of castings off his stand. The response was 'what do you want those for, they're for model railways you know' and he made his wife serve me. How times have changed, albeit slowly.

Steve and I were on the committee of the G scale society as Co-editors so I became more involved with railways again. It was a joint position since at that stage everything was typed, pasted to boards and taken to printers. It took quite a while to do each quarter. We took it electronic after a while upon finding a printer that could do so.



Steve actively tried to discourage me from modelling. He had said he didn't want me to be disappointed when people laughed at me. I sat up until 2am one morning determined to finish a piece for the G Scale competition the next day. I came away with not just Best in Class, but also Best in Show.

Steve became sole editor of the G scale magazine and I became Publicity Officer which was a vacant position following a death. Thus I was attending a half a dozen shows a year in this capacity, sometimes with the Membership Secretary.

I was now working 3.5 days a week and a practice in Daventry phoned the Bugbrooke surgery and asked if I could cover a maternity leave for them. Then the PCG asked if I'd do their regional clinical auditing. Thus I ended up working 5.5 days a week. I thought I'm daft, working this time on 4 jobs. Bedfordshire Health Authority was seeking an Education Officer so I moved to one job five days a week. I was there only three months and was head hunted to Region. So I was posted to Huntingdon and bought a house nearby. I inherited a secretary so didn't even have to go to the office every day. I could work from home if I wished as long as I was contactable. Actually I spent most of my time travelling around East Anglia for various meetings and projects. It was the time that the Government was paying for GP practices to computerise and I had responsibility throughout East Anglia for

ensuring that they could use the clinical programs.

There was no railway club nearby at that time, so I prearranged visits to St Neots and to Ely. On the Monday night I went to St Neots and was ignored by everyone. On the Tuesday evening I went to Ely. As soon as I walked in I was greeted by name by more than one person. I wonder which club I joined. . .

Somebody had left the club part way through making a signal box so I was asked if I could finish it. They just assumed that I could model, I was just another club member albeit the only female member. I wasn't expected to be tea lady as happens at so many clubs even now.

Then I made a couple of trees for Thurston. I ended up making many more trees for them and teaching others in the club how to make them. Thurston won many awards.

Life changed somewhat when I was seconded to the DoH to establish an education centre in St Charles Hospital in Ladbroke Grove. It meant that I was actually working in the same place every day for 7 months. I stayed with the G Scale Membership secretary who lived nearby. Started my G Scale layout – based in Northern Chile in a place that has never had rain in recorded history. Even the Atacama Desert, oft reputed as the driest place in the world, has 4-5 inches of rain each year. My station roof alone took two complete weekends to make – found an old black and white picture to copy. (Station did win scenic class at the show though). Made a transshipment shed, scratchbuilt my rolling stock (Also won class at show). As a result of daring to enter, let alone win a class other than scenic the Chairman said I should not enter any more competitions – so what if the same guy won loco building every year, he was a man. Resigned from Committee!

A couple of years after I became Regional Education Officer Regions were done away with, so suddenly I was a National Education Officer. A lot of travelling around the country seeing nothing but hospitals, hotels and motorways. Since I had a Crown Car I was expected to drive to most places. Some weeks I drove a thousand miles on top of working full days. Got pretty tired.

The national education program finished so I was moved to a different program – still involving teaching but on a more strategic level, liaising with the Office of The Deputy Prime Minister, the Dept of Health and Hospital Boards, the BMA, etc, running national conferences and trying to shape national strategy to suit all parties. Fat chance!!! Look at the current problems.

I joined Twickenham Railway Club which met on a Friday night since I usually managed to get home weekends in this role. I ran half a dozen workshops there and have since been told that they were not wasted. IE members have actually used some of what they learned. My layout got finished and went to the Ely show.

Then several Special HAs were shut, including mine. What to do now? I was offered a job at Hillingdon Hospital, but didn't really fancy it after what I had been doing and turned it down. I'd been giving away my trees for years, MKMRS having been the recipient of 100 during one year for the N Scale layout in built at the time. So I wondered if people would buy them. And the rest, as they say, is history. Last year I made over a thousand trees, although over 200 of them were for Harrods

Christmas

window display.

I've also made trees for TV and Film. This week (November 2015) I was approached by and am currently in discussion with a Dutch film company for some TV work. The Ikea TV ad with dollhouse you may recall had a couple of trees in it, made from their pictures; if you've been in Ireland you may have seen a Spar ad with half a dozen trees shaped like their logo. I did Paul Smiths Covent Garden Christmas Window with a hundred trees a couple of years back (didn't know who he was when I received the phone call). I've also made trees for another tree company in Scotland who have been unable to get requirements from their usual suppliers in China. Sometimes I supply to film studios but generally am not permitted to know what for, other than, for example, it's a TV pilot.



And from here: now in the slowing down phase, at least trying to since I'm in hospital every week myself (as a patient), but although I've cut down on the number of shows I do, my workload doesn't seem to have decreased. This week alone, apart from the Dutch film company I've had three orders in by email totalling 28 trees. I have in hand a 60ft x 45ft in 1/32 of a place in Norfolk to do for somebody from the photographs, several gardens in various scales, and a couple of hundred trees. I was up to about five hundred trees on order at one stage, so I suppose a couple of hundred is slowing down.

I had been hoping to get back to modelling another layout for which I have been collecting parts for about five years, but I think that's still going to have to wait a little longer.

Review of the three day Craft Show Held in the Centre MK 6th to 8th November 2015. By Terry Silver

The 2016 Exhibition is almost upon us again, and February will be here before we know it. As I said in my earlier statement in the last issue of our Newsletter we hold the Exhibition to not only show off the results of the Model maker but also to raise revenue for our Club. This revenue then allows the Club to build new layouts and do other things we would not be able to do if we did not hold the Exhibition.

I hope that you are all aware that we were present again this year November 6, 7, 8th at the Creation Christmas Craft Art and Craft Exhibition held in Middleton Hall in Milton Keynes. We, like the rest of the Trade exhibitors, do not sell any products, we are there to make the general public aware of our Exhibition in February 2016. To this end we had a tremendous amount of interest from the people who attended the craft fare.

To draw their attention to our stand we have one or two small Layouts on display. They were the Shunting Layout, the Small N Gauge test track, the N Gauge round and round Layout, that the children can play with, plus 016.5 Glendon Halt Layout. As well as those we also had the very welcome help from young Daniel with a section of his new 00 DCC and Sound Layout demonstrating some of his Locos, Roger White with his Marklin Trains and also John Forman with his selection of Tin Plate Trains. John was also very kind in leaving one of his Locos and some rolling stock over the whole three-day event. Of course what was a big attraction for the children, and I might say some adults, Martin Shenton's Thomas and Friends Locos, (disappointed with Santa though Martin) who did not want to perform at all. He is now banned from our house until he mends his ways.

It was very pleasing to see how interested people were in our model railways and once you had them interested how easy it was to explain why we were there and the date for our Exhibition. As they passed our stand it was also interesting to see just how many people took one of our three page brochures and also took photos of the posters we had pinned on the backboards. On the subject of photographs lots of people took snaps on the layouts we had on show, and in most cases not just one.

Ian Bartlett said last year if we get just 50% of the people who said they would come to our Exhibition to turn up, we will have a really good attendance. All I can say is that also goes for this year as well.

We already have the dates for the Creation Spring show in May 2016 which are 20, 21, 22, setting up on the 20 as usual. I don't have the dates for the 2016 November Exhibition but once I do I will let you know.

For both of those Exhibitions I would like to have one or two full size Layouts N and 00 Gauge or even the 0 gauge if possible to show off the modelling skills of our Club members.

On behalf of the Club I would like to say a very big thank you to

- Daniel, for bringing along a section of his new Layout (hope to see it in full at the Exhibition) for all three days.
- Roger White for his Marklin Trains on Friday. Could not stay as at a show over the weekend.
- John Forman who brought along his Tin Plate Trains on Friday and was kind enough to leave some behind for us to display over the weekend.
- Martin Shenton with Thomas and friends, still sad about poor old Santa!
- Russell Jacobs' dad (who is not a member of the Club) who was a great help on both Thursday and Sunday with loading and returning the Layouts to the Clubroom.
- We cannot forget Jacob and his enthusiasm on Friday and Saturday, and also turning up to help load up on Sunday evening. Cheers Jacob.
- Our Chairman was also there for the whole three days, so was Mike Brough, so thanks Chris and Mike.
- To everyone else who attended the show Dave Court, Paul Wakley, Ian Bartlett, Bill Ball, Charlie Alexander, Bob Taylor, Wayne Webb, Geoff Halliard, Martin Todd, Bernard Worden, Chris Reed, Dennis Spicer, Jacob Horn, Dennis Lovat.

Again let me thank all those Club Members who helped make this a successful weekend and I am sure this show will be a very big help in keeping the number of attendance up at our future Exhibitions.

A Blast from the Past

By Dennis Lovett

For those of you who can remember John Hatton you may find the following document I found in the Trix Collectors Newsletter in 2002 interesting.

TRIX MEETS THE THOROUGHBREDS AT DONCASTER RACECOURSE.

John Hatton has long been involved in Model Railways, and in Trix Twin in particular. Years of collecting and operating have enabled his impressive collection to be part of the Milton Keynes Model Railway Society's display at Bletchley Park, the once vital and now famous code-breaking centre, and the home to the now returned Enigma machine. John is the MKMRS curator, so is well qualified to explain the exhibits and his beloved Trix in particular. This is a multi gauge club whose historical layouts provide an interesting contrast to the finescale ones also provided by the members.

and Wrexham periods. The Liliput product is also recognised as being an integral part of the story, the Bachmann Whisky grain wagons and Dapol Trans-Pennine units bring us up to date.

Bletchley Park was closed in January and February so it was an opportunity not to be missed. The layout was packed up with several others from the club and transported to Doncaster, for the Festival of British Railway Modelling held in February. During the weekend John and his able assistant Gordon Shrimpton kept the Trix running for two days, the layout attracted a great deal of interest.

John explained that he is well supported at Bletchley Park by friends, and the club recognises that Trix and other makes from the 1930s are an important part of the model railway story. Every weekend there will be several visitors who claim "I had one of those" and they get very nostalgic about it all. He even has items donated for the layout, the



The Trix layout includes items first launched in Germany in 1935, these were the first electrically operated HO model railway system. British models were introduced under the auspices of Bassett-Lowke, the famous Northampton model engineering company in 1936. Examples of this period are regularly seen in operation.

John claims to be an operator, not a collector. His models are really given the treatment, and many a Society member has received a reminder that the model bodies get very hot after many hours of extensive operation. The models have in many cases been restored from 'no hoppers' and are kept going by the purchase of wrecks for spares, or else by visiting the spares table at Trix Twin Collectors Association events.

The extensive collection covers all periods of the company history including the Birmingham

owners feel that they will be given a good home, give fun from the repair challenges and give further enjoyment to others once they are running again.

The layout consists of three oval of track, with a static high level display area which allows many models and accessories to be included in the display. There is always a loco chassis available for inspection by visitors, many of whom are horrified by the amount of electrical components that are crammed into the body, they are also usually amazed at the weight of the complete unit.

So for another weekend the Trix brand was alive and operating at this large annual exhibition, the trains were still glowing when the lorry left Doncaster Racecourse for its journey back down the M1.

FROM A TCS REPORT

TTRCA GAZETTE No. 107 JUNE 2002 5

Osterburken

By Roger Holliday

How does one decide to base a railway layout when designing a new project? In my case I had seen a station building in a Kibri catalogue, which I liked, the look off and after visiting the original proceeded on that basis.

Osterburken is in Baden Wurtemberg on a line between Wurzburg to Heilbronn. Stuttgart and Mannheim. While not a large town, currently around 5,000 inhabitants, it did have a reasonable amount of goods traffic for agriculture and building supplies.



My original intention was to model the track layout having obtained a diagram from 1914 but the amount of point work did then require a larger area than I had available. So this is a

compromise while still retaining the three platforms and some sidings. After all, in 1914 there were a total of 17 lines available including an engine shed and good shed. On my last visit there was two way running into platform 1 with some services terminating there. The goods shed closed some time ago but was still on site in a good level of preservation especially for a wooden building. Having initially thought I would have to scratch build this I found a kit which provided a strong resemblance to the original which will be installed.



In order to justify a number of passenger trains I do like to populate stations and towns. Where possible I add on little scenes or stories such as the group of train spotters awaiting a special, standing on one end of the platform if this was HO I could also have flash cameras working. Buildings, where possible, are



illuminated and once installed both the station and the goods shed will have lighting.

The island platform was extended when a second kit became available. Unfortunately plastic kits do have some unrealistic colour choices for guttering and downpipes so these are changed. On this platform I did change the ironworks on the newer kit so the painters have been out with paint and brushes but have a long way to go.

Little detailing is done when I can such as the hinges on shutters, door knobs key holes although my hand is not so steady but I will try to do so when I can. One aim is to provide some interior scenes such as shops and I have a lighting unit for fixing behind windows but only limited internal views are available so I scout the internet for suitable photos etc.



The town plan is being developed with the Market Square taking shape. Today, in the siding area for cattle and goods there is now an Edeka supermarket. A kit for an Aldi store is being built and will be in place in a similar situation. There is provision for this also to be illuminated. Whether to rebrand this as Edeka will be considered.

As can be seen there is still a long way to go with ballasting being next and the construction of the hillside with a further track which would have been the line up to the quarry which was dissected when the quarry expanded. The upper station will now feature as a museum allowing for specials and older rolling stock to be seen.

Further articles will follow on the roundhouse and the fiddle yard area to include rolling stock etc.



When Did You Last Make A Kit ?

By Geoff Trenholme

We often hear 'Old Timers' say how modelling has de-skilled over the years. For that we can count as a blessing, with ready to run models of an ever expanding range available at what can be said as affordable prices. Why spend hours making something that may not run well and look inferior to those that come in nice boxes from the likes of Bachmann, Dapol and Hornby.

Firstly there is always a certain pride in being able to say 'I made it', but in addition not everything is available from RTR manufacturers. It's always nice to be running something that little bit different, also the skills developed will always be worth having as they are easily transferable to many other lifetime applications.

What I'm presenting now may be the forerunner of a series of wagon kit builds, That I would like to think may tempt one or two others to either return to real modelling, or even better try for the first time.

Dapol bought up some of the old Airfix railway model moulds and many of these are available in addition to their extensive RTR range, some may even be of their own designs. I shall start with a very simple & easy to build kit that gives you a unique model in as much as this particular version is not in any RTR range.

Dapol Kit No.C044 is for the BR 14 ton Lowmac EK of which some 52 were made. Diagram 2/244, Numbers B205020 to B205071 all made at Shildon during 1953-4.

The kit is supplied with the axle sets, but I would suggest these are replaced due to plastic wheels being used by obtaining Alan Gibson metal replacements.

This is a very simple kit that offers scope for interesting loads being added. It consists of just 19 parts, 4 of which you will want to throw away as they are of the original Airfix couplings, to be replaced with preferably Bachmann mini NEM pockets that are available in packets of 10. Unusually with kits they also come with the required decal sheet to finish. For a little over £6 you have nearly everything needed, Just add paints, glue, your time, plus those replacement couplings where that pack of 10 will cost around £6, but you enough for 4 more kits !!

A word on the waterslide decals, there have been 2 issues of the kit with different decal sheets, one version has the one sheet, the other has 2 small sheets where they missed off 1 of the "Lowmac EK" texts that have to go on each side, so to fill the gap they slip in two sheets. This is great because you now have 2 sets of running numbers and you can, by cutting up, produce several options within the 52 wagon number run. My current two are B205021 as supplied and B205050 from cut decals, the third will probably be B205052.

First check the main floor is flat and not warped, these are variable, some needing bending. For good running it is essential that your running chassis is square & flat ! I decided to add Romford brass bearings as I had some in the spares box. There is a danger here as the kit was not designed for brass bearings and a little work is required to fit correctly. Firstly I drilled out the axle boxes with a 2.0 mm drill, as deep as I dare go without coming right through, then on later builds slightly countersunk the top using a 3.0 mm drill, this allowing the bearing shoulders to be sunk into the plastic. A touch of liquid polly adhesive in the hole before adding bearings will assist in seating. On my first build I didn't countersink the shoulder and to keep the axle boxes square I ground off the axle needle points as can be seen below



Otherwise build as per the instructions, but you'll have to trim the bottom link off the rather poorly modelled 3 link coupling dangling off the hook, or this will foul your NEM couplings.

Here are two of my three examples, one with couplings fitted awaiting painting.



Lead strip fitted between strengthening ribs and plastic card used to make up a platform to the right height to attach a Bachmann coupling, using the ever ready superglue.



Here we have the moulded anchor rings drilled out using a 0.60 mm drill. These will now take a hairless linen thread to be my rope tie-downs, with the securing underneath using a touch of superglue.

The finished wagon with its load of two new Ferguson tractors with box of spares & tools off to some agricultural merchants.



Techies among you may have known this

By Colin Joyce

Fascinating Stuff ...Railroad Tracks!!



Railroad tracks

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches.

That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.



Why did the wagons have that particular Odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England , because that's the spacing of the wheel ruts ..



So, who built those old rutted roads?
Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.



Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.
In other words, bureaucracies live forever.

So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?' you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses...



Now, the twist to the story:

When you saw a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs.

The SRBs are made by Thiokol at their factory in Utah.



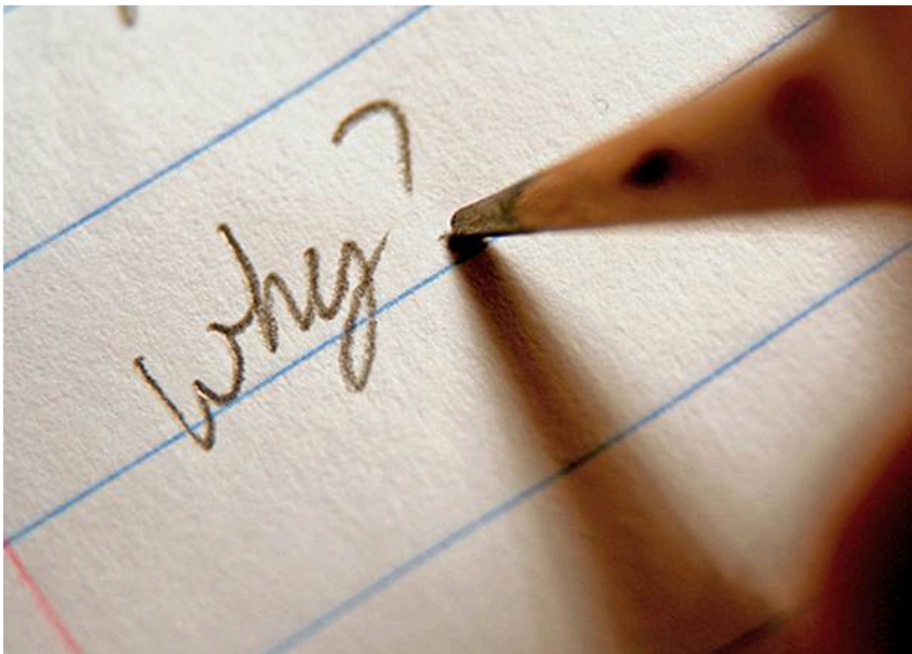
The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important!

Now you know, Horses' Asses control almost everything.
Explains a whole lot of stuff, doesn't it?

Why do supermarkets make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front?



Member Updates

Please join us in welcoming back to the fold -

❖ John Foreman

Note from the editor – John do you want your job back?



The MKMRS Quarterly 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 Newsletter@MKMRS.org.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 Spring Edition is the 26th February 2016 with the Newsletter being published by the 4th March 2016.

Forthcoming Events

Date	Event
12 December 2015	Santa Special at Ridgemont Station
15 December 2015	Committee Meeting
22 December 2015	Mince Pice Evening
27 December 2015	Gainsborough Model Railway Society Exhibition (2 days)
11 January 2016	MKMRS Press Day
16 January 2016	St Albans Model Railway Exhibition (2 days)
19 January 2016	Committee Meeting
23 January 2016	MKMRS Open Day
26 January 2016	MKMRS Annual General Meeting
13 February 2016	MKMRS 2016 Exhibtion at Stantonbury Leisure Centre
16 February 2016	Committee Meeting
19 to 22 May 2016	Spring Middleton Hall Show

Ceynix - Scale Model Railway Trees



30% discount on all trees for MKMRS members, email or at shows just produce your membership card when you see me at an exhibition.

Phone Number
Email
Website

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