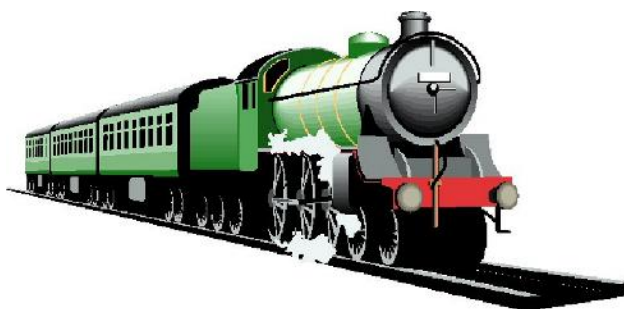
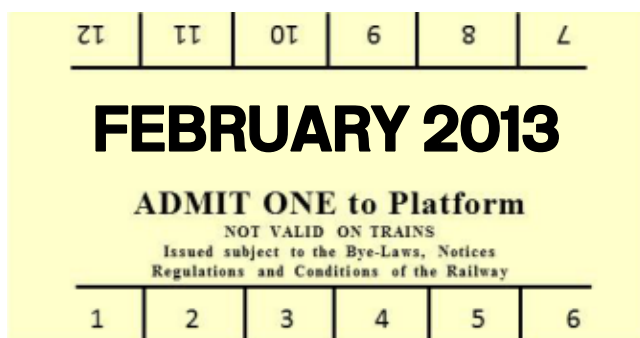


Newsletter



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Rules for Club Night Attendance

- Please park your vehicle with consideration for the flat occupants when parking outside the Kingsthorpe Community Centre.
- If you make a drink, please wash your cup/spoon up afterwards. Please wipe up any spillages.
- Have you paid your subs? The money is mainly used to pay our Wednesday night hall rental, plus the cost of drinks and biscuits. £1 per person please.
- Please put away any tools, layouts, tables and chairs you've used at the end of the evening.
- A clear passage way **MUST** be maintained in the entrance lobby area as an emergency exit. Also please keep **ALL** other emergency exits accessible at **ALL** times.
- Please sign in at each attendance. This ensures we know who to account for in the event of an emergency evacuation.

Current membership :	6	Junior Members
(correct at time of going to press)	29	Senior Members

From the Editors Coach Window

I have received one or two comments regarding the newsletter, in that it seems to be GWR / BR Western Region biased. If I have to write most of the articles it probably will be. The answer is, you give me an article that isn't! I know there is plenty of diversity within the Club, but it doesn't make it to the newsletter. As members you need to submit articles for publication. It doesn't happen by itself. Richard writes a few articles on differing subjects and other members should follow his example.

Colin



Club News

Date of next Committee Meeting

This will be on Monday 18th February. If there are any items for the agenda, please let Richard have them ASAP.
Email: rjd156@btinternet.com

Club Night Test Track

This will be operational on the following dates:

30th Jan, 20th Feb, 13th Mar, 3rd & 24th Apr,
15th May, 5th & 26th Jun

17th July may be exhibition planning night

ALL DATES ARE SUBJECT TO CHANGE



**There will be Saturday working at Kingsthorpe
Community Centre on Saturday 2nd February.
Time will be from 09:00 until 13:00**

Notes from the Committee Meeting held on Monday 14th January 2013.

Exhibition 2013

Les confirmed 7 traders are signed up, 3 others yet to commit. Need to get more layouts signed up. There is a requirement that all exhibitors (and traders who need an electricity supply) must have PAT certificates of all their electrical gear,



extension leads, controllers, lighting etc is on the booking form.. [This is a requirement of the school].

Financial & Membership Year Changes

The financial year will commence 1 September from 2013 to enable all Show finances to be settled in one year. Also might improve attendance at the AGM as it will not be in holiday season. This also means the membership year will change as well. The Club Rules will be amended accordingly

Club Logo

There was discussion over the Club logo. Ideas to be sought from the membership.

Christmas Dinner

Christmas Dinner last year was good and generally well received.

Spring Clean

There is a need for a couple of cupboard clearing Saturday mornings in the spring, Date yet to be decided.

Club Affiliation to the Chilterns Society

Les suggested that the Club should re-join the Chilterns Society as it could provide benefits in terms of better insurance rates and publicity.

Richard Deacon Club Secretary

Local Steam on the Main Line in 2013

Up to date information can be found at this web address:
<http://www.uksteam.info/tours/trs13.htm>

There may be other steam specials in our area not listed below as the web site summary does not list every place visited.

If any of you plan to see any of the localised steam specials mentioned in this newsletter, please check the web site above for any changes to timings or routes etc.

Sat 6th April **The Buxton Spa Express** Loco: 70013
London Euston—Northampton-Bletchley-Bedford-Melton Mobery-Edale-Buxton-Stockport

Sun 14th April **The Peak Forester** Loco: 34046
London Kings Cross-Peterborough-Stamford-Matlock-Rowsley & return

Sat 20th April **The Cathedrals Express** Loco: 60163
London Euston—Holyhead-Crewe

Tue 21st May **The Cathedrals Express** Loco: 60163
Banbury-Melksham-Exeter-Kingswear-Taunton-Westbury-Melksham-Banbury



34046 Braunton



60163 Tornado



70013 Oliver Cromwell

The Blue Pullman by Colin Tarry



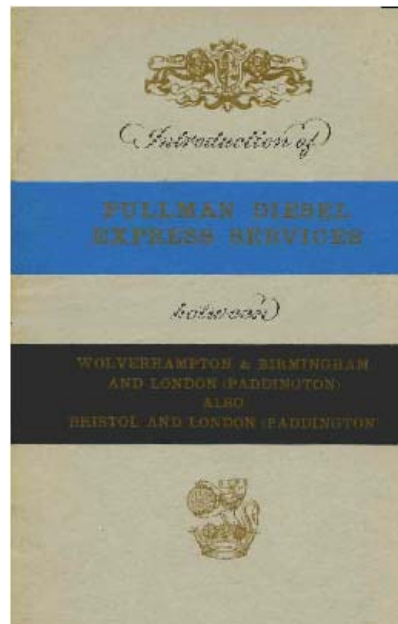
With Bachmann's introduction of their Midland Blue Pullman train, I thought we would just do a potted history of this train, and look at what the main differences were between the Midland and Western Region sets.

The Blue Pullman was a class of luxury train used from

1960 to 1973 by British Railways, named after their Nanking blue livery. The trains were conceived under the 1955 Modernisation Plan to create luxury diesel express trains aimed at competing with road transport and the emerging domestic air travel market. There were two versions: two first-class six-car sets for the London Midland Region (LMR), and three second-class eight-car sets for the Western Region (WR), built by Metro Cammell in Birmingham.

Originally given the last Pullman vehicle numbers, towards the end of their operational life the trains gained the British Rail TOPS classification of Class 251 (motor cars) and Class 261 (kitchen and parlour cars), although they never carried these numbers.

The WR sets operated from London Paddington to Birmingham and Wolverhampton and to Bristol. The LMR sets operated the Midland Pullman between London St Pancras and Manchester Central, a journey it accomplished in a record 3 hours 15 minutes with a maximum speed of 90 mph.



The Midland Pullman was withdrawn in 1966 following electrification of the Euston-Manchester line. The LMR Blue Pullmans were then transferred to the Western Region, where some of the first-class seating was downgraded to form second-class sets.

As Bachmann have not announced any plans to introduce a Western Region Blue Pullman set, the challenge was on to convert a Midland set into a Western region one. However my homework found out that the Midland sets stayed in tact (formation wise) as the WR and LMR sets were NOT interchangeable and only one car was common to both sets. The easiest option is therefore to run the LMR sets as they were run on the WR. The down side is that my research so far shows that as soon as the LMR sets came to the WR they had those horrible yellow ends added. The research continues.



Formations were made up as follows:

Western Region							
DMBS	MS	TFK	TF	TF	TFK	MS	DMBS
60094	60644	60734	60744	60745	60735	60645	60095
60096	60646	60736	60746	60747	60737	60647	60097
60098	60648	60738	60748	60749	60739	60649	60099

London Midland Region (Midland Pullman)					
DMBF	MFK	TF	TF	MFK	DMBF
60090	60730	60740	60741	60731	60091
60092	60732	60742	60743	60733	60093

Experiences with Scalescenes Downloadables

by Richard Deacon

I had never come across Scalescenes until Michael Castledine suggested that when I volunteered to extend the platforms of Greenford Central we could use Scalescenes platform sheets. I duly went on the net, found Scalescenes.com and discovered the range available at the click of the mouse with modest payment by credit card. Once a set is downloaded you can print as many sheets as you like. Just store the download in a convenient folder on your PC. The platform set includes slabs, edges and tarmac surfaces. The Scalescenes range covers various railway related buildings and, buttress walls, low relief arches, bridges and sheets of stone and brick. There are other non-railway subjects like shops, houses but which could find a place on a layout. The instructions are quite good and you glue the printed sheets to different thicknesses of card according to what it is for. Hobbycraft do a good range of card. For the main structures you need 2mm card but for thinner card 1mm, but Corn Flakes packets are just as good.

I am afraid the platforms on Greenford Central are indicative of how not to do it. I learned a lot, and perhaps by looking at the suggestions beforehand, may have helped. Do NOT use white PVA glue as this tends to bleed through the paper and stains the printed surface. Do NOT take the completed product out in the rain as the printing runs.

However using Scalescenes for Greenford represented a dry run for my own layout. Besides a need for platforms, I need a very long blank wall behind the station to hide trains on the continuous run, removing the non prototypical constant of running the same train through the same station. This blank wall needs to be 12ft long and very slim to fit between the running tracks, so form of construction and cost is a factor. Scalescenes low relief wall seemed to provide the answer. I have never been happy with cardboard cut out kits such as the SuperQuick ones I built 50 years ago [yes 50].

The representation of brick or stone is not right. As someone who has worked with property most of my life, it is just not realistic. Brickwork is NOT flat, it has relief to it, brick work is rough [try running your fingers over it] and the mortar is generally recessed. Stone work is rougher still. I looked at textured plastic brickwork, but it is still not realistic, it is still far too even.

Having decided that Scalescenes was the most cost effective in view of the length required (painted plaster walling e.g. Townstreet, is too expensive for the length required and too wide for the gap between the tracks.), I then experimented with different types and grades of paper [expressed in g/m² or gsm] The thicker the paper or thin card prints out better, but is difficult to bend for the fiddly parts.

I settled on Hammer Ivory paper 100gsm available from Hobbycraft. This has a textured surface and is the most realistic. For larger flat areas I found the 260gsm Hammer Ivory card looks good, but too stiff to bend on fiddly bits. My printer was happy with all thicknesses I tried.



Club Logo

As you will have seen from the committee meeting notes, the Club needs a logo. A steam locomotive wheel once used in the past is now too similar to that used by the Northampton & Lamport Railway. We need our own identity! The practice of plagiarising someone else's logo needs to stop.

The committee has decided to throw open the design of a new club logo to the membership. Please review the rules below and see what you can design. A prize will be offered.

RULES

- 1 The logo must be 2 dimensional (i.e. no photo type images) in order that it can be reproduced on paper, clothing and digital media easily. The logo may have a maximum of two colours.
- 2 The logo must NOT be biased toward any particular region or traction type etc. The image must be generally representative of the railway scene.
- 3 Any image selected to become the Club's logo will become the copyright property of the N&DMRC, and the Club will own the image.
- 4 The image to become the Club's logo will be judged and selected by the Committee and their decision will be final.
- 5 Any committee member submitting an entry will be unable to participate in the judging process.

HAVE A GO

Regalia on the way

For those of you who have ordered Polo shirts and Sweat shirts; your order is with the manufacturers now and should be here sometime in February. When a new Club logo is selected, a sew on type patch will be available. Polo shirts cost £13.50 each and Sweat shirts are £18.00 each. The Club does not make any profit from these (yet).

NOTICE BOARD



TOMBOLA

Stuart Barker has very kindly agreed to store any items for the 2013 Exhibition Tombola for us.

Will members please bring in a small prize gift each month for the Club Tombola. Keep an eye out for any supermarket special offers for example. A prize should be worth at least £1, be new or in very good condition and if perishable be 'in-date' by the end of July 2013.

Please give your items to Stuart Barker

SPEAKERS NEED A GOOD HOME

I have a pair of floor standing Hi-Fi speakers that can go to someone who will make good use of them. They are a pair of Mission 763s. The cabinet dimensions are 770x250x338mm and weigh 32kg (about 70lbs in old money) and are in Black Ash. The enclosure type is a 2-way reflex with a nominal impedance of 8 ohms and they can handle up to 125watts. They do have acoustic front covers (not shown in the photo). They can be bi-wired.

Cost—make a donation to Club funds
Contact Colin Tarry. Email details are on the back of this newsletter or see me at Club.



Club Information

Committee Members

Les Pace (Chair Person)
Colin Tarry (Treasurer)
Richard Deacon (Secretary)
Bert Dewdney (Exhibition Manager)
Stephen Lloyd (Publicity)
Michael Castledine
Roger Whiffin

Web site: www.ndmrc.org
Email: feedback@ndmrc.org
Club Night: Wednesday
Meeting Time: 19:30—22:30
Venue: Kingsthorpe
Community Centre,
Thornton Hall Close,



Kingsthorpe,
Northampton, NN2 6PT

Secretary: tel: 01604 890275
email: rjd156@btinternet.com

Newsletter Editor

Colin Tarry email: ndmrc@cjv.org.uk

Club Subscription Rates

Club membership runs from the first Wednesday in August or part of the calendar year, and ALL expire on the last calendar day of July, becoming due for renewal on the first Wednesday in August. Membership £35 per year (with reduced rates on a pro rata basis if joining in or after November. Additionally there are reduced rates for junior and senior citizen members).

DISCLAIMER

Any views expressed in this newsletter are those of the individual contributors and not necessarily those of the Northampton and District Model Railway Club, its Officials or Members unless so stated.