

## Club Information

### Committee Members

Les Pace (Chair Person)  
Colin Tarry (Treasurer / Newsletter Editor)  
Richard Deacon (Secretary)  
Michael Castledine  
Roger Whiffin  
Ralph Morbey



Web site: [www.ndmrc.org](http://www.ndmrc.org)  
Email: [feedback@ndmrc.org](mailto:feedback@ndmrc.org)  
Club Night: Wednesday  
Meeting Time: 19:30—22:00  
Venue: Kingsthorpe Community Centre,  
Thornton Hall Close, Kingsthorpe,  
Northampton, NN2 6PT

Secretary: tel: 01604 890275  
email: [rjd156@btinternet.com](mailto:rjd156@btinternet.com)

### Non Committee Positions

Newsletter Editor Colin Tarry email: [ndmrc@cjv.org.uk](mailto:ndmrc@cjv.org.uk)  
Sales Officer John Walker email: [pamjohn38@btinternet.com](mailto:pamjohn38@btinternet.com)

### Club Membership Rates

Club membership runs from August to July or part of the calendar year, and ALL expire on the last calendar day of July, becoming due for renewal on the first of August.  
Adult membership £35 per year, Junior membership £10 per year.

### **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.

*Between the Lines*



# Newsletter



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## Rules for Club Night Attendance

- 1) Please park your vehicle with consideration for the flat occupants when parking outside the Kingsthorpe Community Centre.
- 2) If you make a drink, please wash your cup/spoon up afterwards. Please wipe up any spillages.
- 3) Don't create congestion in the kitchen. Please get your drink and return to the main hall.
- 4) Have you paid your subs? The money is mainly used to pay our Wednesday night hall rental, plus the cost of drinks. £1.50 per person please.
- 5) Please put away any tools, layouts, tables and chairs you've used at the end of the evening.
- 6) 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.
- 7) Please sign in at each attendance. This ensures we know who to account for in the event of an emergency evacuation.

Current membership :	2	Junior Members
(correct at time of going to press)	29	Members

# NOTICE BOARD



## Extra Thursday Afternoon Sessions

An additional monthly Thursday afternoon session has been arranged for working on the Club layouts. At the moment three sessions have been booked, namely: -

- October 29th 2015
- November 26th 2015
- January 28th 2016

The sessions times are the same as last time being 14:00 until 17:00. The £1.50 attendance subs are payable as refreshments are provided as per Wednesday evenings.

If more sessions are required AND supported then they will be booked.

## Table Top Sale

On 21st November 2015 there will be a transport related table top sale of books, models etc. at the Abington Church rooms, Park Avenue North (between Abington Avenue and Ashburnham Road).

The Club will be participating. We need help to man (or woman) our table. We would be appreciate some of our members helping out please— **AND NOT BY THE SAME FEW WHO DO EVERYTHING ELSE!**

If you can help us please let any committee member know with the times you are available to help.





## More Hydraulic Torque

by  
Colin  
Tarry

Whilst trundling through Michael's photo album I could not pass this photo by without inclusion. Two Diesel Hydraulics on Oxford shed on a date unknown. On the left is Hymek (later Class 35) no D7028 and on the right North British Type 2 (later class 22) no D6332.

D7028 was one of the Hymeks used in BRs Hymek Swansong Rail Tour on 22nd September 1973. Sadly D7028 ended her days in George Cohen's scrapyard at Kettering. Below are two photos I took of her there in 1975.



Above—D7028 is the left hand loco

## From the Editors Cab Window

In this newsletter we have the second instalment of Michael's spotting days around the steam sheds. Also read about my time driving D1062 Western Courier.



*Colin*

## Club Torque

### Next Thursday P.M. Club Meetings

From 14:00—17:00 on the following Thursdays :

- 15th October 2015 — General layout building
- 29th October 2015 — General layout building

### Date of next Committee Meeting

A date for the next committee meeting has yet to be confirmed, but it will be in October. If there are any items for the agenda, please let Richard have them ASAP.  
Email: [rjd156@btinternet.com](mailto:rjd156@btinternet.com)

### Club Night Test Track Dates 2015

7th & 28th October, 18th November and 9th December.

**ALL DATES ARE SUBJECT TO CHANGE**



## Western Driving Experience by Colin Tarry

**SVR - THE - WLA  
WESTERN EXPERIENCE**

On Sunday 13th September last, in commiseration of reaching another milestone

birthday anniversary, I achieved an ambition I had been wanting to do for a number of years—I drove a Western (be it under supervision) on the Severn Valley Railway (SVR).

Very early in 2015 I booked up this event which seemed a long way off at the time. Needless to say the day soon arrived to undertake this experience. The “Western Experience” is divided up into four sections with one person participating in each section. The outward journey makes up two sections and the return the other two.

On one journey, one person starts out as the driver and the other is second man. The non active two sit in the trailing cab. Those sitting in the trailing cab are told not to touch any of the controls as a majority of them will be “live”. That’s like saying “Keep Of The Grass”.

The length of the SVR is sixteen miles, giving each person the driving opportunity for eight miles each. I was on the outward journey (Kidderminster to Bridgnorth) with, believe it or not, another chap called Colin who was also marking the occasion of the same milestone birthday anniversary.



I was certainly looking forward to the summer holidays when a complete tour of Scotland travelling up the east side right up to Thurso and Wick and down the left side via Fort William and Oban, to also include all 3 works of Inverurie, Cowlairs and St Rollox, permits would be obtained well in advance as they had been for this Easter trip

All these shed visits are all down in my notebooks this Easter trip is in book 6, I first started keeping my note books from no 1 in July 1959 and they finally came to an end in book 33, although this book is still open as the last entries are from the club visit Didcot in October 2007. All those books with the places visited in the days before hiVis vests and security fencing and the threat of being arrested just for staying in one place to long with a camera in your hand.



Left—Dumfries MPD with Class 2F No 57349 on 6-8-60

Above—Carlisle Kingmoor MPD with Caledonian 0-6-0T No 56332 on 31-7-59



The locomotive assigned for our driving experience was no D1062 Western Courier. This loco was built at Crewe and entered traffic on 6th May 1963. She was withdrawn from service on 22nd August 1974 after covering 1,096,000 miles.



The control desk of D1062

Before we took our places in the respective cabs, we had a tour of the engine room; or more precisely the lack of room. When you stand by a Maybach MD655 diesel engine, they are massive. The Western has two of these.

On the start of the outward journey I was second man. The other Colin drove from Kidderminster station up to the trackside marker board indicating when were passing out of Worcestershire and into Shropshire. At this point I then took over. Our driver instructor for the day was the WLA Vice Chairman—

Roger Smith.



At the controls of D1062

As you sit at the locos controls, its awe inspiring to come to terms with the fact that you have the potential of 2,700 horse power and 72,000 lbs of tractive effort at your finger tips.

On the couple of occasions I was given the instruction to go to notch nine and apply full power, you could feel the loco lurch forward as the engines picked up. Unlike a car, the engine response isn't instant. When you notch up there is about a five second delay before the engines respond. I know there were only six coaches attached, but then there was still a total weight of nearly 300 tons of train to move. The sound of the Maybach engines at full revs behind you was awesome.

I drove from the border sign to the home signals protecting Bridgnorth station. Roger took over at this point to take the train into the station. The reason being that the station was under the control of "red flag" working due to the starter signals at the other end of the station being out of action while they were being moved.

We returned to Kidderminster in the trailing cab (which was still A end as the loco was not turned).

At Kidderminster we were given certificates commemorating our driving experience.

I'm going to do this again!



## Spotting Day Memories (Part 2)

by Michael Castledine

The next day Sunday 2<sup>nd</sup> April the first place on our itinerary was 68D Beattock. 15 steam which including 2 ex Caledonian 4-4-0s, 54502 and 54507 most of the others were 2-6-4T used for banking purposes, on to Dumfries 68B of the 33 loco's seen 32 were new underlines in my book.

Monday 3<sup>rd</sup> a train journey from Kirkudbright via Dumfries to Glasgow for the first big shed of the day 66A Polmadie an incredible total of 142 engines, Britannia's, Clans, Royal Scot's and Coronations all with that rare 66A plate on the smoke box door only rarely seen south of Crewe, 125 new numbers to underline.

Next up was 67A Corkerhill, only 50 on this shed but still 46 new numbers, on to Parkhead 65C, 42 new entrants for my book out a total on shed of 43, next up was 65E Kipps, 44 out of 46. The tour of these sheds was by bus and trams (no more) and then a rail journey from Coatbridge (Kipps) to Glasgow Queen Street then to Glasgow Central and our rail journey back to Dumfries were from Glasgow St Enoch.

Making our way home on Tuesday 4<sup>th</sup> April in Bobs Dads Ford Consul, his Dad loved driving and his Mum just got on with knitting they both seemed to enjoy taking us around, our first shed we stopped at was 12A Carlisle Kingmoor, 24 Black Fives in the shed total of 76, on to 12C Carlisle Canal, 23 steam on this shed most Eastern Region locomotives, next up was 12B Carlisle Upperby only 48 locomotives on this depot including 2 of the early Peak Diesels D2 and D6. Last shed was 12D Kirkby Stephen with just the one loco on shed 43045, and later travelling back down the A1 we passed a Pickfords low loader with D8054 on board.

Out of a total of 780 steam, diesel etc seen in those 4 days I managed to underline 642 new entries.