

**NORTHAMPTON & DISTRICT
MODEL RAILWAY CLUB**

Newsletter

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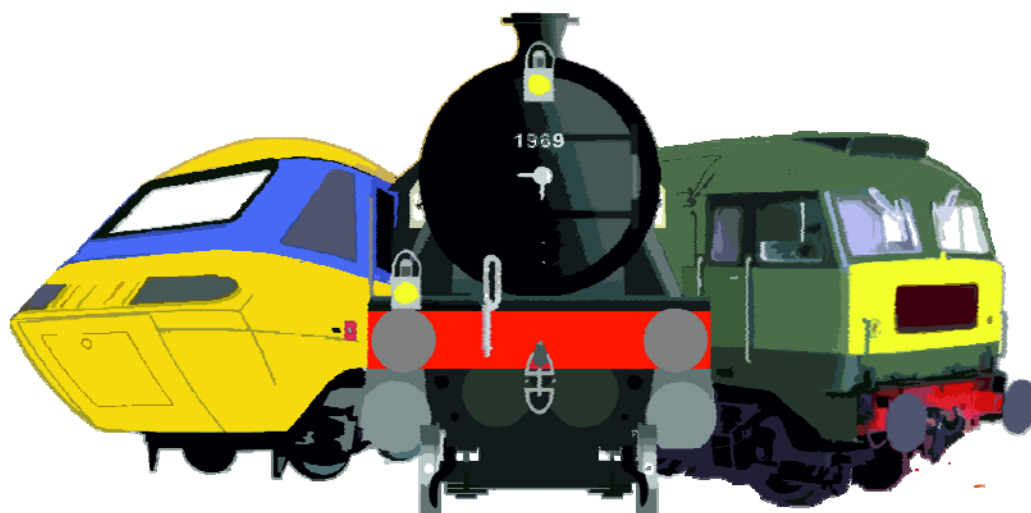
JANUARY 2018

ADMIT ONE to Platform

NOT VALID ON TRAINS

Issued subject to the Bye-Laws, Notices
Regulations and Conditions of the Railway

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Happy New Year

Rules for Club Night Attendance At Hardingstone

- 1) If you make a drink, please wash your cup/spoon up afterwards. Please wipe up any spillages. Cups to be returned to the kitchen.
- 2) Don't create congestion in the kitchen. Please get your drink and return to the main hall.
- 3) Have you paid your subs? The money is mainly used to pay our Friday night hall rental, plus the cost of drinks. £2 per person please.
- 4) Please put away any tools, layouts, tables and chairs when you've finished using them. The shed will be unlocked on request.
- 5) A clear passage way **MUST** be maintained in the entrance foyer as they are emergency exits. Also please keep **ALL** other doors & exits accessible at **ALL** times.
- 6) The internal cupboard is to store small & valuable items only as space & access is restricted.
- 7) Please sign in at each attendance. This may assist us in knowing who to account for in the event of an emergency evacuation.

From the Editors **Cab**

The festivities are now well and truly behind us. Firstly may I wish all members and newsletter readers a very Happy New Year.

Its back in the old routine once again. We have the lighter nights to look forward to. That will certainly help us where the store shed is concerned.

On page 8 we have Mick Mumford's recollections of a journey he made in the early 1960s aboard the Cambrian Coast Express.

The first Test Track of the new year is on January 19th. If Father Christmas brought you some runnable goodies then bring them a long.

Colin



CLUB TORQUE

Date of next Committee Meeting

A date for the next committee is Monday 29th January 2018. If there are any items for the next agenda, please let Richard have them ASAP.

Email: rjd156@btinternet.com

Club Night Test Track Dates 2018

19th January, 9th February, 2nd & 23rd March, 13th April, 4th & 25th May.



As there was no meeting of the Club on Friday 29th December, the above schedule has been adjusted to reflect this.

Chairman's Ramblings

Dear Members

Hope you all had a great Christmas and are enjoying the year so far.

Recently the cold weather and darkness on the Friday evenings has made setting up a little more difficult than at the old venue,

but hopefully as the year progresses it will become a little easier.

This year we are hoping to advertise for some new members and we are currently working on some flyers to hand out at shows and local model shops.

We have had one meeting so far this year and we ran the Kingsthorpe layout to see what more needed to be done to hopefully make it more reliable.

We will be setting it up again this Friday to double check the track and also have a test running session.

The Junior members test track seems to need the track repairing so if someone is able to assist with this we would be very grateful.

We were wondering whether the layout board was large enough to accommodate 3 tracks instead of 2 to increase capacity?

The Four Oakes Junction OO gauge layout is a new build and replaces the former Greenford Central layout. Hopefully this new layout will keep us all busy over the next few months. Luckily we have the space to work on this layout when we are running Kingsthorpe and or the Test Track.

The Test Track is still running well and has only had a few very minor issues, and it has been invited again to the Great Central Show in Leicestershire

this year along with my Eastbridge layout.

The annual show at Cogenhoe is currently being planned and we have invited our usual four traders and around ten layouts.

We are currently looking for a second hand fridge to use at the show so we can save on hire charges.

I am hoping that the weather is good to us on the day, as wet or windy weather plays havoc with the outdoor area.

Please do not forget to take exhibition flyers with you if you are attending shows.

I do hope that members attending on a Friday evening enjoy the club's activities, and if you have any ideas on possible improvements then please let me know.

Finally thanks to all members for all your input into the club and it is appreciated.



Les Pace

Chairman

Anneford Update

by Colin Tarry

Some of you I know have seen the videos on the N&DMRC You Tube page of my home based layout Anneford.

Over the festival period I got my self into gear and actually got some work done instead of watching trains go round.

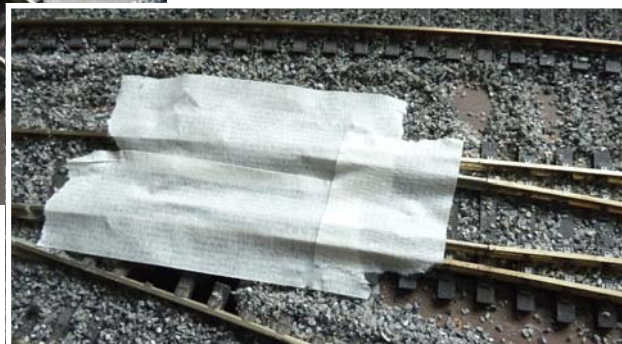
Part of the work I got done was to complete the ballasting of the track in the sidings and on the entrance track to the sidings. For this I used Gaugemaster medium grey ballast. I applied it in the usual way:

- Lay down the ballast using the specially designed ballast dispenser.
- Then lightly spray the ballast with a mix of water and washing-up liquid.
- Using a turkey basting pipette with a modified nozzle I applied a mix of water, washing-up liquid and non weatherproof PVA glue. The PVA glue and water was to a 60:40 mix. I find this better than the usual 50:50 mix.

From personal experience if you use a weatherproof PVA glue and later you want to lift the track then applying water to soften the PVA don't work, so use a general purpose variety. As far as washing-up liquid goes you only need add a few drops. This is only to break down the surface tension of the water so that it doesn't sit in globules on the ballast.

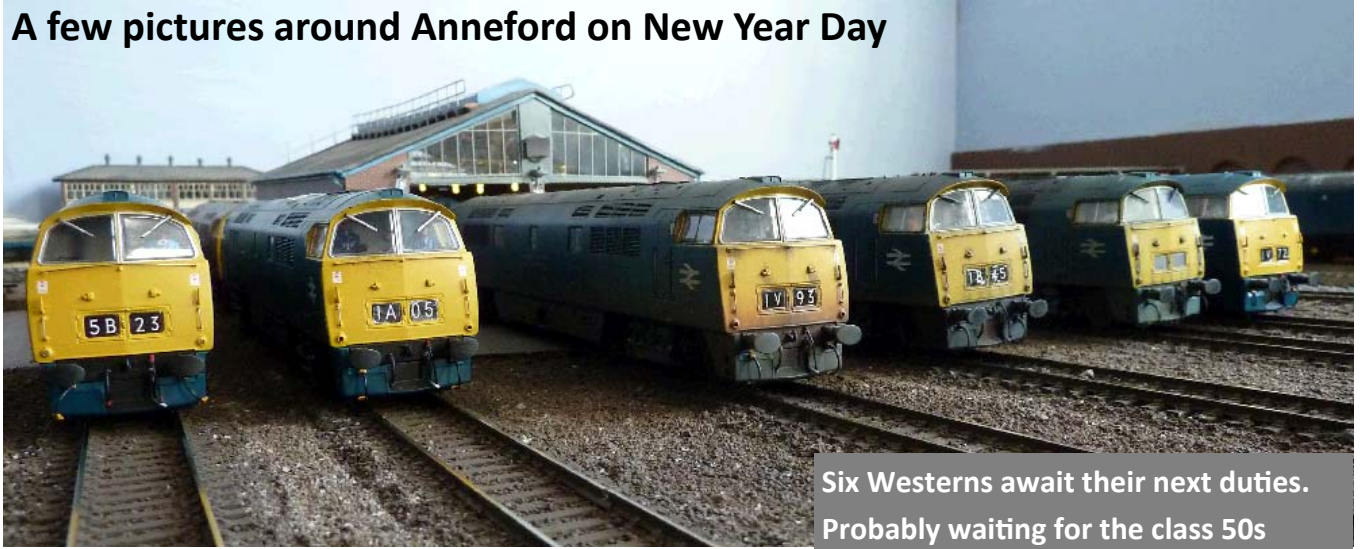


The ballast dispenser in action. You will note that in the sidings the track has not been laid on cork. The reason being that it seemed unnecessary.



Don't forget to cover up any point (turnout) mechanisms. I used masking tape.

A few pictures around Anneford on New Year Day



Six Westerns await their next duties. Probably waiting for the class 50s below to fail and then rescue the train. Probably won't have to wait long.



(above)
50021 (leading) and 50013 head a west bound express comprising of Hornby MkIIe coaches.

(left)
D1662 *Isambard Kingdom Brunel* awaits departure with a Paddington bound train.

Exhibition Flyers — 2018

A large quantity of A6 size flyers have been printed to advertise our exhibition in August 2018. When you know you will be attending any model railway exhibitions or any other transport show/event then please take a quantity of flyers with you to be handed out. Please ask a committee member for some flyers .

NORTHAMPTON & DISTRICT MODEL RAILWAY CLUB



MODEL RAILWAY EXHIBITION

SATURDAY 18th AUGUST 2018
from 10.00am to 4.00pm

Cogenhoe Village Hall York Avenue
Cogenhoe Northampton NN7 1NB

Displaying a range of British & International layouts in several gauges and scenarios.

Also a model boat display from the Northampton & District Model Boat Club

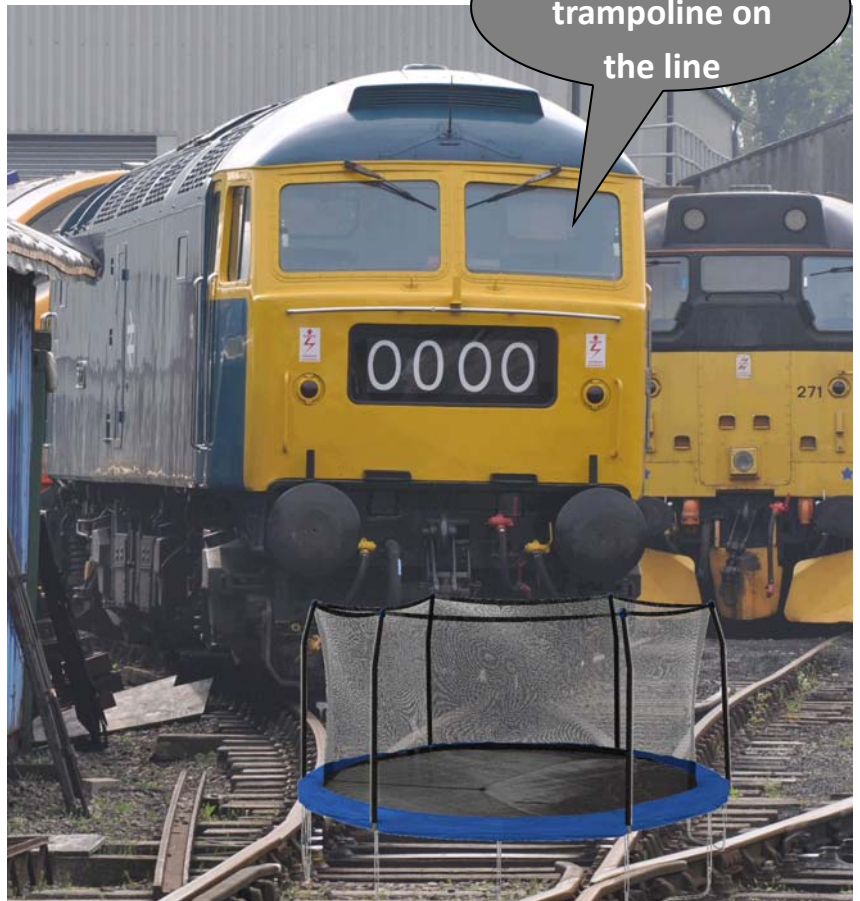
Trade support – Demonstrations – Refreshments
Societies – Tombola

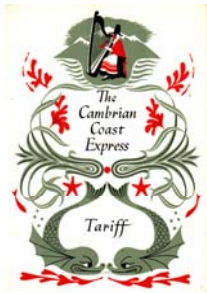
Adult £3 Child £2 Family Ticket (2+2) £8
www.ndmrc.org

Leaves, Snow and Trampolines

by Colin Tarry

First we had leaves on the line followed by the wrong type of snow. Now Network Rail have come up with another one—trampolines on the line. Listening to a radio report on this recently, Network Rail are now saying that in windy conditions trampolines are being lifted out of peoples gardens and landing on the railway lines. I wonder if this will become a reason for late or cancelled trains; and will it be added to the station announcers repertoire? Perhaps we could use a trampoline to bounce along the track and beat the train. If the Rev Awdry had still been with us we could have had “Thomas and the Trampoline”.





CAMBRIAN COAST EXPRESS

by Mick Mumford

It was March 1960 when I travelled from Beaconsfield to London Paddington station while doing my national service to board the CCE which would take me to Tonfanau in Wales.

In the platform stood a rake of BR MK1 coaches painted in chocolate & cream, at this time the Western Region turned out, in true GWR style, a number of rakes of coaches, in this livery, for use on titled trains. At the head of the train a "King Class" locomotive was coupled up suitably adorned with a CCE headboard.

The time was 1010hrs and the platform inspector hit the button to give the RA (Right Away) to the driver & now we were on our way.

Stops were going to be made at Banbury, Birmingham Snow Hill & Wolverhampton Low Level. Once we had arrived at Snow Hill and to my surprise the loco was detached & made it's way to the Stafford Road shed (84A) . I thought where do we go from here but I needn't have worried because in the near distance I spotted a tender heading our way which was attached to a "Castle Class" loco, we were coupled up and at 1254 we were again on our way. The next stop would be Shrewsbury and we arrived at 1329hrs.

The loco was detached and I thought here we go again but then I spotted from the other end of the train another tender, but this time it was a "Manor Class" loco, to be precise, 7803 "Barcote Manor", suitably looking spick and span, as they say. The RA was given and once again we departed at 1333hrs.

*No 7803 Barcote Manor
at Dovey Junction
Circa 1960/61*

[photo Mick Mumford Collection]



As we travelled through Shropshire & into Mid Wales stops were made at Welshpool, Newtown, Moat Lane Junction and then Machynlleth arriving at 1530hrs. On this occasion we didn't just lose a loco but half the train, as the front portion went on to Aberystwyth. After a short delay another "Manor Class" loco came off shed, complete with headboard, coupled up and then we were off to head around the coast to Pwllheli again calling at various stations enroute including Towyn where I alighted. I should have gone to Tonfanu, the next station, where the camp was located but the military administration hadn't got it quite right. Needless to say, I had to contact the camp to send a truck to come and collect me and my baggage. So that concludes the outward journey as far as I was concerned.

The up journey which I did on a number occasions was a little different to the down run, I use to board the CCE at Tonfanau at 0947hrs and we then journeyed to Dovey Junction where we waited for the Aberystwyth portion to arrive. The motive power used to vary from a 2-6-2 Tank to 2-6-0 Mogul and a Collet 0-6-0 all complete with headboard.

I must admit it did look a bit strange, at times, seeing a freight loco with an express headboard.

Now we come to an interesting manoeuvre, the loco that brought us to Dovey Junction was detached to the sidings, the Aber portion then moved forward and then reversed onto our stock. This whole operation was allowed 6 minutes. So at 1028hrs we were off to Shrewsbury. The train conveyed a restaurant car, and on rare occasions, when I was feeling flush, I used to splash out and have a coffee and a lunch.

On arrival at Shrewsbury a "Castle Class " loco use to back onto the train and take us to Wolverhampton where it was replaced by a "King Class " loco on it's forward journey to Paddington. I used to leave the train at Birmingham as I was heading home to Northampton.

Enjoyable days.



LUNCHEON

9/6

Tomato Juice or Grape Fruit

or
Crème Esaü

Fried Fillet of Plaice, Tartare Sauce

Braised Beef and Carrots

or
Roast Pork, Stuffing and Apple Sauce
Vegetables Potatoes

Mixed Fruit Melba

or
Assorted Cheeses, Salad, Biscuits & Butter

Cheese & Biscuits etc. may be served in addition
to the Sweet for an extra charge of 1/6
Savoury may be served additionally for an extra charge of 1/-

Coffee 9d.



*May we draw your attention to the
interesting wines now provided at prices as
reasonable as any you will find in this country*



BRITISH TRANSPORT CATERING SERVICES

W R

Understanding Engineers

Understanding Engineers #1:

To the optimist, the glass is half-full.

To the pessimist, the glass is half-empty.

To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers #2:

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons. Civil engineers build targets.

Understanding Engineers #3:

The graduate with a science degree asks, "Why does it work?"

The graduate with an engineering degree asks, "How does it work?"

The graduate with an accounting degree asks, "How much will it cost?"

The graduate with an arts degree asks, "Do you want fries with that?"

Understanding Engineers #4:

Normal people believe that if it ain't broke, don't fix it.

Engineers believe that if it ain't broke, it doesn't have enough features yet.

Are model railway enthusiasts like engineers?

Sent in by Les Pace



Club Information

Committee Members

Les Pace (Chair Person)
Colin Tarry (Treasurer)
Richard Deacon (Secretary)
Michael Castledine
Roger Whiffin
Stephen Lloyd



Web site: www.ndmrc.org
Email: feedback@ndmrc.org
Club Night: Friday
Meeting Time: 19:00—22:00
Venue: Hardingstone Village Hall
High Street, Hardingstone,
Northampton, NN4 6DA
Secretary: tel: 01604 890275
email: rjd156@btinternet.com

Non Committee Positions

Newsletter Editor Colin Tarry email: ndmrc@cjbv.org.uk
Sales Officer John Walker email: pamjohn38@btinternet.com

Club Membership Rates

Club membership runs from September to August or part of the calendar year, and ALL expire on the last calendar day of August, becoming due for renewal on the first of September.

Adult membership £60 per year, Junior membership £10 per year.
For adult members easy payment terms available. Please enquire.