

Newsletter

Between the Lines



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From the Editors Cab Window

Welcome to this Autumn edition of Between the Lines.

As we can't meet yet at Hardingstone I thought it would be good to keep in touch with everyone via a newsletter.

Colin



Cl ub Tor que

Hardingstone Re-opening

In September and October we got a couple of nights back at Hardingstone, be it with only 6 allowed at each session.

Then Boris put the mockers on it again and now for the time being we can't meet again. We were hoping for a get together before Christmas, but that's not going to happen now.

Lets hope we can meet soon in 2021.

New Committee Member

Cliff Simpson has agreed to join the committee and has been co-opted on. We welcome him, along with all his modelling experience. As soon as we can meet for an AGM then we can welcome him officially.

Chairman's Ramblings

Dear Members

As I sit in my workshop as usual writing this drivel, I am looking out of the window and cannot believe the changes that we have gone through this year. It looks so normal outside, but I think this year could be the worst in living memory for most of us. Also I am suffering from withdrawal symptoms, missing all the shows that I used to attend, including ours.



As you know we had to stop meeting at Hardingstone Village Hall and cancel the exhibition. We were also hopefully trying to start up a limited meeting on the revised Thursday evening for 6 members but as you know we are now in tier 2, so that even that option has now gone.

Recently I ordered a decoder from Nicole and Jeremy at Digitrains, and while ordering I had a thought that they and all the other small traders who can no longer attend shows may be having a difficult time. I would ask you to support them now, so they can be around when hopefully this virus is beaten. This includes the ones that support our show every year. H & A Models, Keiths Models, Starlight Models, and Mick French Books. Keith and Mick have been especially supportive of our show, and have attended for many years, even though they have been busy with their group The Rolling Stones!

We are, as a club are on Facebook, so please have a look at what is on offer. However if you are not currently on it, then please give it a try, as this is a great way to stay in touch with each other from day to day. Also if you have any projects on the go, or have some interesting railway photos or information to share, this is the ideal site to share them on.

The club would love to hear for any of you who are currently building something, even if it is not railway related.

I feel that seeing someone building something is always interesting. At model railway shows it is sometimes the part built railway that gets the most interest and views. Please send details to Colin Tarry so he can include it in the newsletter.

Some of our members have ongoing health issues at present, so I would like to wish them better health in the future and hope to see them all at club meetings if they resume in early 2021.

Well, that's all for now, so I do hope that you keep your family and yourselves well, and we can all see each other again as soon as possible. KEEP CHEERFUL, as this looks like all we have to battle this virus at the moment.

Until they hopefully roll out the new immunisation jabs in December/January.

Have a happy Christmas and a better New Year, as it cannot be much worse than this one has been.

Best wishes

Les Pace

Chairman NDMRC

Peter's Videos

In the last newsletter I did say I would Peter Escott's video clips onto YouTube. This has now been done. The link is

<https://www.youtube.com/watch?v=30SODJvi23A>

They can also be found on our Facebook page.

What's in a name?

Submitted by Richard Deacon

Although I have little interest in modelling industrial locos, I am very interested in the history of the past quarrying industry in the county. I noticed Hornby's advert in October's Hornby Magazine for a variation of their Peckett 0-6-0 saddle tank in the livery of Bloxham & Whiston Ironstone Co. Ltd, and thought this needed a bit more investigation.

To anybody new to Northamptonshire in the past 40 years would have little idea, from the countryside, of the huge ironstone industry that existed prior to the 1960s. Much of the evidence has been obliterated by landfill and agricultural restoration. Here and there, though if you know where to look, the signs are there. Quarrying for ironstone in the Whiston and Cogenhoe was pretty low-key compared to the huge activities around Corby, Brixworth area, Irchester, Blisworth and Nassington, but is local to where I have lived for most of my life and I frequently walk the area around the old quarry area, more so in recent months!

Intrigued, I consulted the acknowledged authority on the local ironstone industry, Eric Tonks' series on The Ironstone Quarries of the Midlands. The Whiston quarry had a chequered history from the mid C19, being active when times were good and vice versa, resulting in various ownerships, including the Bloxham & Whiston Ironstone Co Ltd who owned it for all of two years during the First World War. I don't have Tonks book on the Oxfordshire quarries and therefore can't relate the history of the real Peckett portrayed by Hornby at Bloxham, just over the county boundary SW of Banbury. It is quite likely that Pecketts appeared in Ivo Peters DVD on the local quarry lines featuring the Bloxham workings. I think though that it is pretty fair to say that it didn't see service at Whiston.

I can however reproduce a photo of a loco that did work at Whiston. This was an Andrew Barclay 0-4-0 appropriately named Whiston. The photo comes from a book I was involved with in 2001, "A Century of Change Cogenhoe 1901-2000" by Steven Hollowell.

Whiston *Mines* was a bit optimistic as all the extraction was opencast and not mined and I don't think I will be rushing out to buy one for my display case.



Reproduced courtesy of Glasgow University Archive Services

New Layout for the Club

The Club has recently been offered a small 00 layout called Harlestone. It was built by a father and son team 30 years ago and was exhibited several times. It is a fictitious railway location envisaging a branch off the Northampton loop into the village and would have been the local station for Earl Spencer rather than Althorp Park. The branch also had substantial goods traffic from the quarry and timber from Harlestone Firs. It is a well constructed and detailed layout and fully wired. to set up and run.

As it is local, although fictitious, the Committee felt that this layout could be exhibited, (when we can) and worthy of operation on Club nights perhaps as a Juniors project. It comes with some stock and was offered to the Club without charge and its donor would like to see it cared for and returned to the exhibition circuit .

Making a Dog Box DCC Enabled



by Colin Tarry

The Covid situation has given me time to get a class 155

Sprinter unit (nicknamed *Dog Boxes*) set up to run on DCC.

I'm not sure why I bought it, because it's a bit modern for my layout period. From memory I picked it up dirt cheap at an exhibition (what ever they are) as a non runner.

This model is the Hornby R2162A Provincial Railways—a 2 car version.

It was made in about 2000, so was not DCC ready. I fitted a 8 pin socket in each car and then added running and interior lighting. This article will just show you how to fit the running lights. We'll do the interior lighting in a another newsletter.

The LEDs I used are the type known as Lighthouse LEDs. These are illustrated below. You will see that the LED is square shaped with a tubular protrusion coming off them. Because space was limited in the headlight box of the Sprinter I used bi-colour LEDs—Red and White in the same casing. These LEDs have 3 connections— a common, a feed for white and a feed for red. I marked the side of the LED that was the red feed.

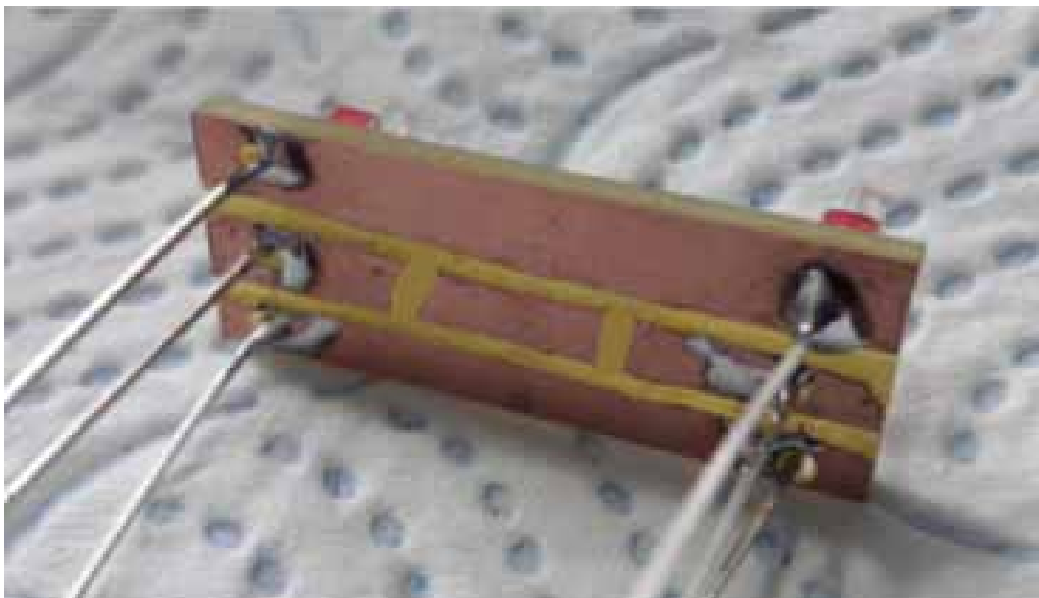
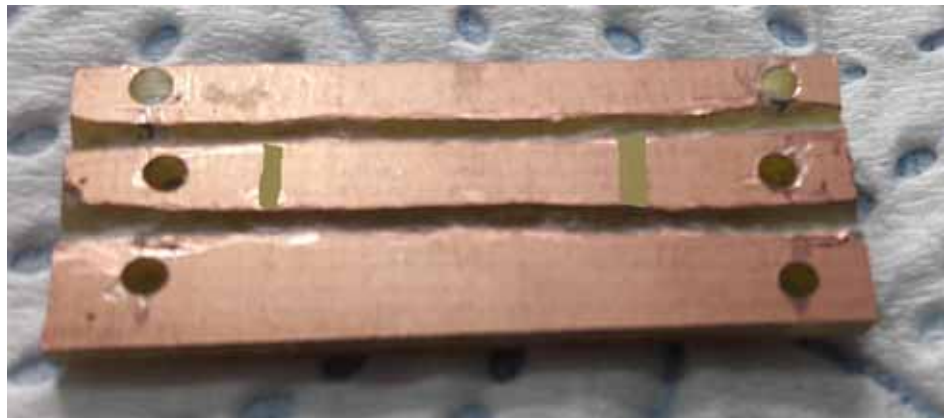


The main thing to be aware of when you use these type of LEDs is that the Anode (+) has to be common because DCC switches its functions via the Cathode (-). You will need two 1K ohm resistors. These go in series with the anode.



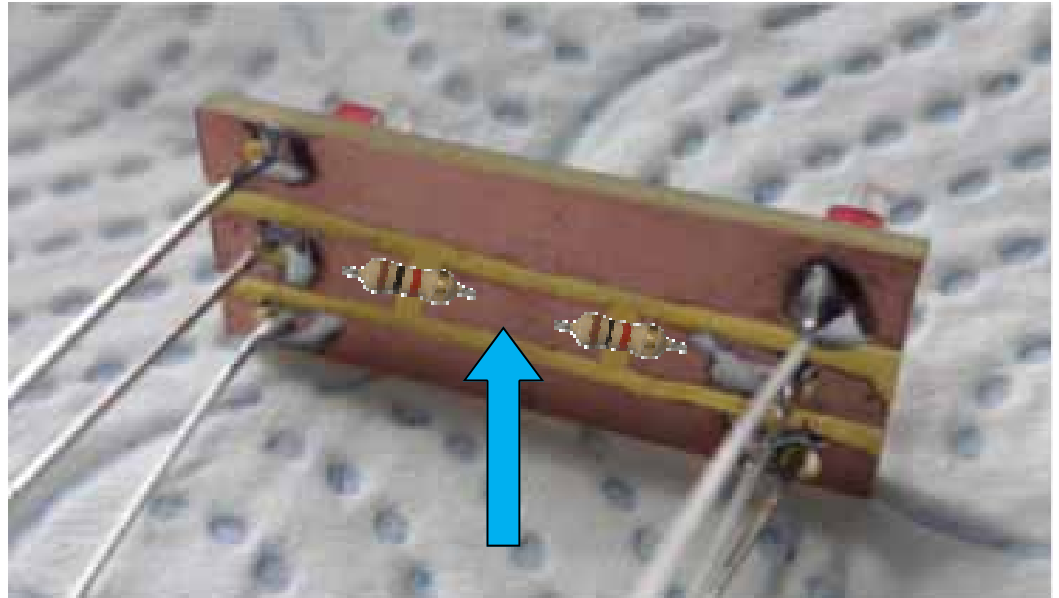
With the Sprinter body removed, two holes need drilling through the headlight moulding to take the two LEDs. These are marked by the black arrows on the image.

The LEDs I mounted on some copper clad sleeper board, which has been cut to the inside width of the Sprinter. The copper side needs dividing up into 5 individual contact areas as show in this image. This I did using a Dremel. You will also note that 6 holes have been drilled to take the LEDs.



The LEDs are then pushed through from the non coppered side and the legs soldered to the copper.

Next the two resistors need soldering from the centre common connection (+) across to the two common anode connections on the LEDs.



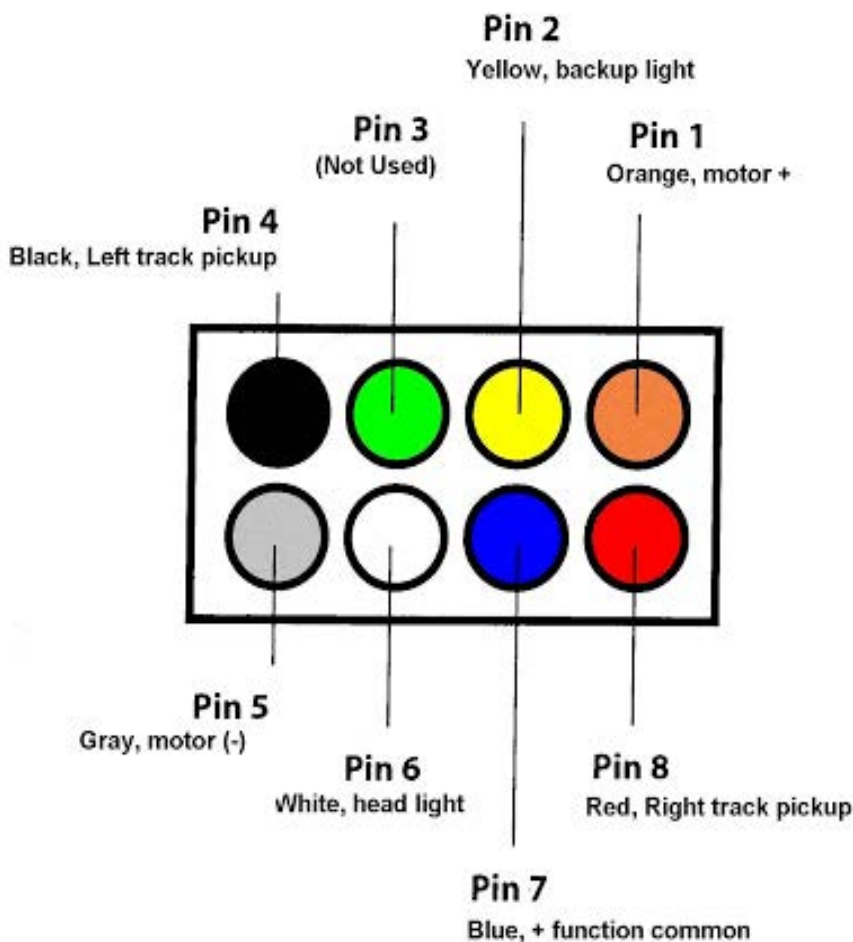
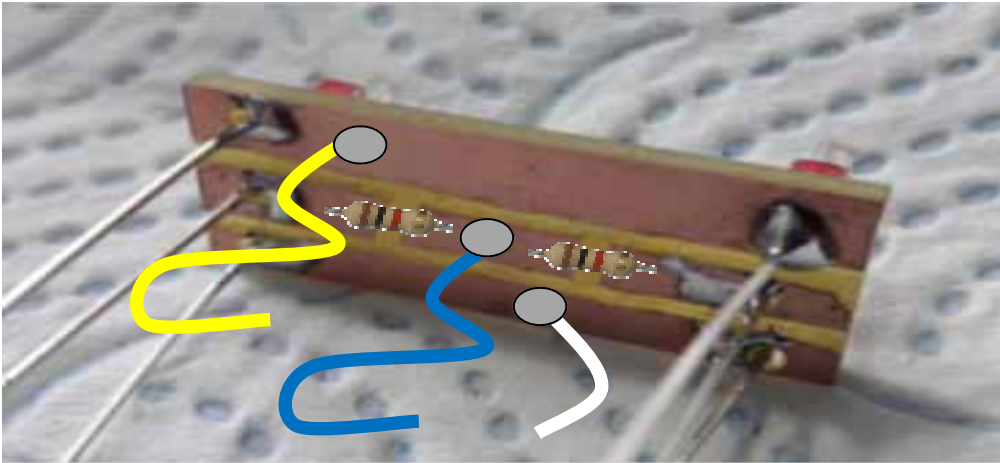
The common feed can then be soldered to the centre copper strip between the resistors as marked with the blue arrow.



This image shows the copper strip board inside the sprinter. I found that it did NOT need gluing in place, as the projections on the LEDs pushed through the lighting apertures drilled in the Sprinter body, held it in place. Also you may need to remove the board at a future point if you need to replace a LED.

At this point it would be good to use the standard wiring colours as set out by the NMRA (National Model Railroad Assn).

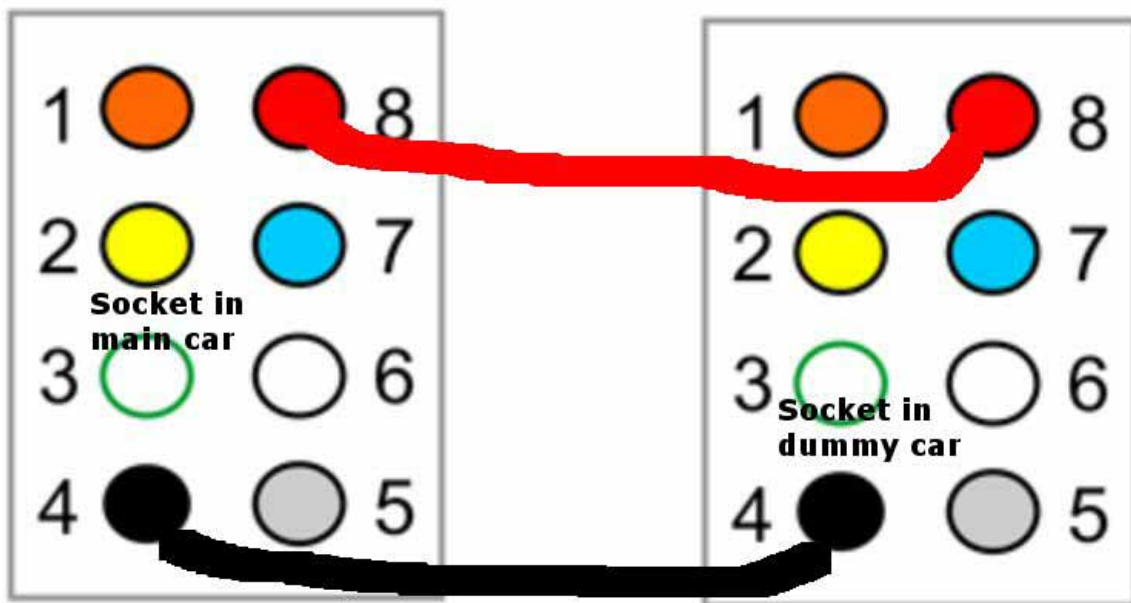
The common positive anode supply is a blue wire. The white light(s) on a loco use a white wire and the red light(s) use a yellow wire.



Next we need to solder the three wires to the decoder socket. As I used a 8 pin socket, the connections are as illustrated. You will note we use pins 2, 6 & 7.

The next job is to insert the decoder into the socket and test it before you put the body back on. On most DCC handsets the running lights are operated using Function zero (F0).

The Sprinter I used here is a Class 155 2-car unit. I fitted lights at both ends. I put a 8 pin socket in each car. I fed the power to the second (dummy car) via 2 wires from the first car as the dummy car does not have any power pickups. To do this you need to take a link from pins 4 & 8 on the main car to pins 4 & 8 in the dummy car. Pins 4 & 8 are pickups from the rails.



If you find that the white lights come on both ends at the same time (or the red do the same), then change CV29 in the decoder in the dummy car. It will be bit 0, and it will need its value changing. This will either be 0 or 1.

To make life easy give both decoders the same address. This way they will work together.

Next time we'll fit interior lighting.



During the 'Lockdown' Richard Deacon has built this amazing OO scale model of the Severn Bridge Jct signal box as is at Shrewsbury, for his layout of Shrewsbury.

Have a Chuckle

supplied by Les Pace

A friend got to the final of the local model railway competition. He lost on points.

Went to a railway fancy dress party. Everyone was wearing platforms.

Got a couple of railway buffers going cheap. It was an end of line sale.

Ticket inspectors. You've got to hand it to them...

What's the difference between a teacher and a railway security guard? One trains the mind, the other minds the trains...

I know someone who tried to run away after camouflaging a railway. He tried to cover his tracks.

I miss the old days of the railway when the driver had plenty of esteem.

A driver took a train for a service, but the vicar said it was blocking the aisle.

A train track and a motorway walk into a bar. The train track says "A pint for me, please, and one for the road".

I know an elephant who refused to travel by train because he didn't want to leave his trunk in the baggage car.

Club Uniform

If you wish to, order any items of Club Uniform then please get in touch with Colin Tarry.

In order to help you gauge (pun intended) the size of item(s) you require there is information available in the club folder.

The following items are available:

A price list is also in the club folder.

All body clothing has the club logo on and your name.

The cap only has the club logo.

Please note that a £5 deposit will be required for EACH item ordered. As these items are personalised, we are unable to give refunds or do exchanges where incorrect sizes have been ordered.



ITEM	GENDER	PRODUCT No	SIZE	PRICE
Polo shirt	Mens	R539M	S,M,L,XL,2XL	£22.00
Polo shirt	Mens	R539M	3XL, 4XL	£25.00
Polo shirt	Ladies	R539F	8,10,12,14,16,18	£22.00
Polo shirt	Ladies	R539F	20,22	£25.00
Polo shirt	Childs	R539B	S,M,L,XL,2XL	£22.00
Sweat shirt	Unisex	R762M	S,M,L,XL,2XL	£26.00
Sweat shirt	Unisex	R762M	3XL, 4XL	£27.00
Sweat shirt	Childs	R762B	S,M,L,XL,2XL	£26.00
Fleece	Mens	R870M	S,M,L,XL,2XL	£29.00
Fleece	Mens	R870M	3XL, 4XL	£31.00
Fleece	Ladies	R870F	8,10,12,14,16,18	£29.00
Fleece	Ladies	R870F	20,22	£31.00
Fleece	Childs	R870B	S,M,L,XL,2XL	£29.00
Cap	Unisex	BC015	One size fits all	£11.00

Club Information

Committee Members

Les Pace (Chair Person) Colin Tarry (Treasurer)
Richard Deacon (Secretary) Michael Castledine
Craig Dawkins (Exhibition Manager)

Cliff Simpson

Web site: <https://ndmrc.org>

Email: feedback@ndmrc.org

Club Night: Thursday

Meeting Time: 19:00—22:00

Venue: Hardingstone Village Hall

High Street, Hardingstone,
Northampton, NN4 6DA

Secretary: tel: 01604 890275

email: rjd156@btinternet.com



**This info is for when
we resume
meetings hopefully
in 2021.**

Non Committee Positions

Newsletter Editor Colin Tarry email: wizzo@hymek.net

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.

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.