

# Between the Lines

# Newsletter



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### From the Editors Cab Window

Welcome to this Spring edition of Between the Lines. We are getting ready to reopen. Please see the section below. Sadly we remember two people we have lost—one being our own club member Colin Norfolk. The other is Graham Jones. Full tributes are further on.



*Colin*

### Club Torque

#### Hardingstone Re-opening

We are hoping to re-open the railway club in late May 2021. The first week we can open, the committee are going to meet and then test the Demonstration Layout now the new connection plugs have been fitted.

The Hardingstone Hall are going to re-open the kitchen. Their rule is a maximum of two in there at anyone time and you'll have to wear a muzzle in there. We'll see if we can have only one in there at a time and no muzzle wearing.

#### 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 here in post lock down Northampton, not able to see out of my workshop window as it is dark and the blinds are closed.

I was thinking of joining the crowds in my local model on their reopening to get some retail therapy, instead of Amazon and other online suppliers. However I may fight the urge and save the money for a rainy day.



I am getting a little weary of the four walls in my workshop and cannot wait to go back to Hardingstone Village Hall and play trains on the Demonstration Layout.

I attended a Zoom meeting of the Village Hall Management Committee on Tuesday 13<sup>th</sup> April, and was told we can hold our first meeting of six members in the hall on Thursday 20<sup>th</sup> May, so we will need to arrange a rolling programme of 5 members and a key holder for meetings. As before, when we last had to do this, it will be on a first come first served basis but members who have not already attended will be given priority. This will continue until June when hopefully restrictions will be lifted.

In June the hall is also holding an open day and would like us to run our trains in the main hall while other events go on in the garden. I will get more details as they become available.

**Also we are hoping that our show can go ahead in August at Roade Village Hall!!!**

Thanks go to Paul and John, who helped me collect the test track from the hall recently. It is now in my garage to be repaired. I received the correct size connectors from Rapid and will arrange replacement of the incorrect ones over the next week or so.

I am also repairing the damage the track has sustained. Hopefully when we get back to running it should be more reliable. I apologise for the ordering the wrong connectors last time and feel suitably ashamed.

So if anyone needs these connectors for a project, I am sure we can arrange a quick sale.

I am hoping that the dates set out by the Government do not have to be changed and that we can get back to some kind of normality by later this year as 2020 was certainly for us a truly horrible and very forgettable year.

Finally, and very sadly, we recently lost a great friend, and club member Colin Norfolk, who passed away in Northampton General Hospital after a long battle with ill health.

Also we lost another good friend and local supplier of railway items, Graham Jones, who had supported our show for many years, and who sadly lost his fight against Covid after two weeks in intensive care in the same hospital.

It made me think again that you can have lots of possessions and money, but without good friends, life is really not worth the living!

**They will be sadly missed.**

Best wishes

*Les Pace*

Chairman NDMRC

## **N&DMRC—Roade Exhibition 2021**

We are hoping to and are planning to put our exhibition on this year at Roade. However we are in the hands of Whitty and what rules he decides to impose on us.

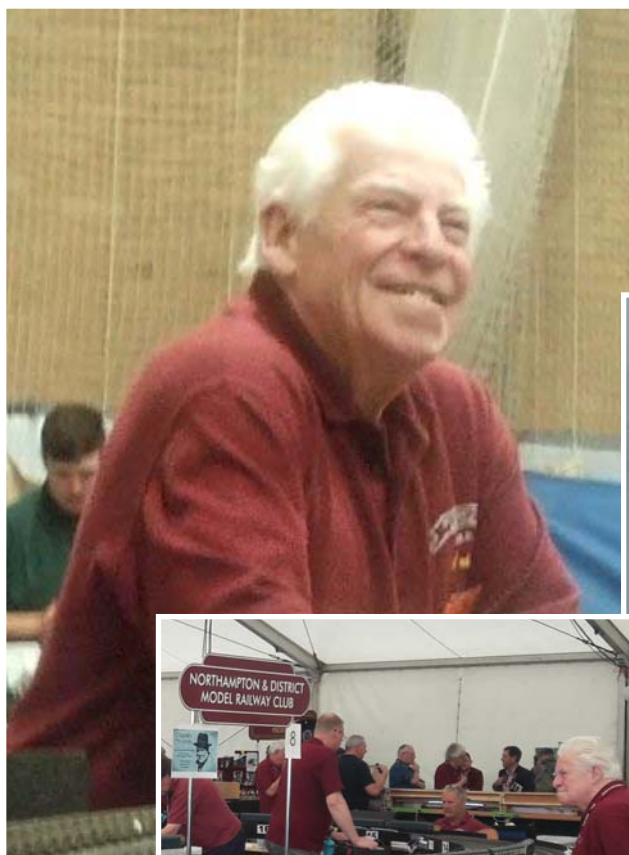
The current position is (at the time of going to press) that restrictions will be lifted further in June. As this newsletter is compiled, the Indian variant is gathering pace.

We'll keep you all informed of progress or the lack of it.



# Colin Norfolk 1940—2021

The Club is very saddened at the loss of our member Colin Norfolk. Colin died in Northampton General Hospital on the morning of Saturday 23rd January. This is our tribute to Colin in pictorial form and in the words that follow on the next pages from his daughter Pam.



**Nene Valley Crematorium  
Wellingborough**

Thursday 18th February 2021

1:00pm



*Colin Dermot Norfolk*

**31st March 1940 - 23rd January 2021**

Service conducted by  
Mrs Jane Gower



## **Opening Music**

'I Remember You'

*Slim Whitman*

## **Welcome**

## **Tribute**

*Pam Warwick*

## **Eulogy**

## **Reflection Music**

'Somewhere Over the Rainbow'

*Israel Kamakawiwo'ole*

## **The Lord's Prayer**

Our Father, who art in heaven, Hallowed be Thy name.

Thy kingdom come. Thy will be done

On earth as it is in heaven. Give us this day our daily bread.

And forgive us our trespasses, As we forgive those  
who trespass against us.

And lead us not into temptation, But deliver us from evil.

For Thine is the kingdom, The power and the glory,  
For ever and ever.

*Amen.*

## **Committal**

## **Closing Words**

## **Closing Music**

'Aloha Breeze'

XXXXXXXXXXXX

## EULOGY

In 1940 World War II had been raging for only six months and the devastation of the Blitz was still to come – but on 31 March there was great excitement when Joseph and Florence Norfolk welcomed their first-born son Colin to the world. Then Joseph was called up to war – he was in the Navy on board Merchant ships and he didn't return home for the next five years, so Colin was five years old before he had the strange experience of being introduced to his Dad.

Colin's sister Josephine was born in 1948. The family lived in a two up, two down terraced house in Kingsthorpe and with this new addition to the family Colin had to go to live with his Maternal Grandma (Nanny Nor Nor ) / Norman in Manor Road – it was just down the road. He lived with his Nan until he was 30 years old.

It was a very strange phenomena in those days for an eligible young man to be single, and he did get engaged 3 times before finally tying the knot! The reason was that he was so busy playing football and cricket that he didn't have time for dating. His Yorkshire born paternal grandfather would have been proud of his cricketing skills, playing for many years for Boughton Cricket Club. Colin also played skittles and was a member of the Spencer Arms Skittles Club. He was a superb player and was renowned for hitting all the skittles in one strike – the players called it a London Bridge and Colin was known as Knocker Norfolk. He was very sociable and made lots of friends. He was never known to be in a bad mood and his friends have described him as one of the happiest people you could wish to meet.

After leaving school Colin had become an apprentice television engineer. When he qualified, he worked with Radio Rentals, Trident and Rumbelows before later setting up his own business. One of Colin's prized possessions was his brand-new Rover 2000. It was unusual at the time for working class people to be able to afford a new car.

Cupid finally caught up with Colin and in 1970 he married Angela Nelson. They were blessed with three children, Pam, Aaron and David. He sold his beautiful car to raise the deposit for their first home. They had decided that they would like their children to grow up in a village, attend a village school and enjoy the rural life. Their first home in Chapel Brampton was £3,000 – a tiny fraction of the price you would pay to live there today.

Towards the end of the 70's Colin and Angela decided they would like to emigrate, so New Zealand, Canada and South Africa were put on the table. It was decided that New Zealand ticked all the boxes and after a year spent going backwards and forward to the Embassy, taking health tests and medical tests they were finally allowed to go. It helped that Colin was qualified and had a job to go to as a television engineer. They went to live in Wanganui on the North Island.



Unfortunately, the expectation of their dream didn't live up to reality. Colin returned to the UK with three young children in tow and for some time they lived in a four-berth caravan. In Pam's words, "It took some guts for him to do that".

Life moved on – as a child Colin had loved steam trains and then later the electric and diesel models. He joined several railway enthusiast and model clubs and he enjoyed making locomotives and set scenes for the clubs. Working for himself again as technology came along improving televisions, video and then CD players, Colin kept up to date.

In 2003 he was a very proud father of the bride when he walked Pam down the aisle when she married Ryan. He looked very smart in his suit which Pam didn't realise he had bought especially for the occasion, she thought he had hired it.

Colin retired in 2010 but then became a part-time caretaker at a school. He worked there until he was 73 and said it kept him fit and active. He lived for a time at the mobile home site in Cogenhoe, but he was always concerned about flooding. Through his connections with the Methodist Church Colin was able to find a home at the Methodist Homestead where he spent his twilight years very happy and contented within the community.

Pam and Ryan had made their home in Norfolk – here's a coincidence - her maiden name had been Norfolk - it changed to Warwick when she married and now, she was living in Norfolk. Some years later the rest of the family joined them in Norfolk, Aaron & David. Colin really looked forward to his trips to stay with them enjoying the countryside and the companionship of their collection of dogs and trips to the North Norfolk Coast and Railway Museums.

At the end of November Colin was admitted to Northampton General with a cardiac condition but a tumour was discovered in his bladder. Because of the Covid situation he was unable to have an operation. Pam and Aaron was allowed to visit him and they also had lots of facetime calls together. Sadly, he went to Cliftonville Care Home for end-of-life care. Pam had been to see him on the Friday and intended to return on the Saturday, but due a breakdown and heavy snow she was unable to get there in time as Colin slipped peacefully away on the 23<sup>rd</sup> January.

I mentioned earlier that Colin had bought a very smart suit for Pam's wedding – she found it in his wardrobe and he's wearing it today as he sets out on the second part of his journey.

### **Tribute to Colin NORFOLK by his Daughter Pamela**

Dad we dreaded this day coming but want to reflect all our happy memories with you as our amazing father.

You tirelessly worked many, many hours to provide a wonderful home for us and life.

We never went without anything and you gave and gave time and time again to support your family throughout the years never once asking for anything in return.

We travelled to some amazing places with you always by our side, nurturing our life experiences to make us the people we are today.

I know how proud you were of us all and our achievements into adulthood, we are all happy and settled in our lives and that is because of you.

As the only car driver in the family you must have driven a million miles over the years, taking us to school, piano, riding lessons and remote controlled car racing, work, and places of interest.

And then you taught us all to drive and bought us our first cars.

You never once moaned about the number of animals we had and kept bringing home making the most bespoke 5 star rabbit hutches and dog kennels for them and doing all the not so pleasant pooch patrols!

You encouraged our love of animals as you were a big animal lover yourself. We have had horses, ponies, dogs, cats, rabbits, Guinea pigs and so the list goes on.

You loved people and were a naturally great socialiser, always interested to learn new things and about people. Known as Colin Norfolk the TV man will resound for years. The years you spent lifting heavy TV's and kneeling to fix them, with the odd dog of the house cocking his leg up your trouser leg still makes us laugh today!

Your love of trains and model making will carry on as Aaron will continue your work learning the skills you had when you sat and made them together. Despite your large hands you made the most delicate and intricate model sets, planning and creating everything down to the last detail.

You loved coming up to Norfolk to stay with us where we would see the Railways lines and Museums so close to your heart. We will take you back there dad to Rest in Peace.

We have chosen your favourite music for your service. Slim Whitman "I remember you" and your beloved Hawaiian steel guitar music Maui Chimes.

You taught us that time is a healer and that that bitterness never wins. Always be the bigger person and forgive those who have been unkind. Your positivity is your most lasting characteristic that we take with us each day. Be kind even to those who are unkind! You still taught us lessons in life right up to the end and for that we are truly grateful.

The end was unexpected but at least we got to see you to say our Last Goodbye and you knew we were there with you, pain free and peaceful which in the current climate many families do not get so we are truly thankful for this.

We will take your flowers from this service to lay at your Dad & Mum Joe and Flo Norfolk's resting place Kingsthorpe Cemetery. To be together once again. Our darling Dad till we meet again. We love you.



## **Our club member Tim Amos recalls his memories of Colin:**

" Just some a couple of things I do remember about Colin Norfolk. He was very proud of his grow up children. He always enjoyed a pint of two beer at Crispins Club, Whitehills pub Kingsthorpe, and the Conservative Club, down near the race coarse, with his other mates, cant remember their names, but they have visited the club and been to our exhibitions. He was also a good pool player, played him a few times, but never beat him, crafty little player.

I went to see him during the first lock down earlier last year. He was pleased to have some visitors and was always pleased to see friends who called around and he was very grateful to know that there were members of the club to help him out when ever needed.

Like my father-in-law, who also passed away last October, he knew quite a bit about the old streets of Northampton.

His memories will still be with us as he was a wonderful cheerful character. "



A Club photo taken on 19th November 2018. Colin Norfolk is on the second row on the right hand side. Looking at this photo its sad to relate that it now shows in all, three of our members who are no longer with us.

Colin with his Sir Winston Churchill Funeral train exhibit at our exhibition in August 2019 at Roade.





## **LIFE WITH COVID & RAILWAYS (MODEL)** by Mick Mumford

Since March 2020 I decided to complete projects which had not been finished or even started. In some ways the dreaded virus has been my silver lining to the black cloud.

One of our traders produced an LMS Insulated Milk Van kit in plastic and according to my LMS book only two were ever built i.e. full size and were an experimental vehicle for carrying milk churns. It appears there is not a great deal of history available, so the comment on two is perhaps inaccurate. They were a six wheeled van and I liked the idea of building one so having completed it I decided to get another on. I am pleased to say they are now finished.

Following on from this I had started a BR CCT Van (Covered Carriage Truck) some time ago but due to the unavailability of transfers put to one side, then I discovered that Fox's Transfers did a set so I thought get it finished.

Next in line was an LMS Goods Brake van which posed a problem as regards the wheel set and axle boxes. In the end I decided to use my own design of a fixed and floating wheel arrangement. This then completed project number 3.

On investigating what I had in the cupboard I discovered an LNER Double Bolster Wagon kit which was a mixture of wood, brass & white metal component parts so the soldering iron, wood glue & super glue came into use. Heigh-ho number 5 completed.

A number of years past, a friend of mine made steam loco's for clients but he decided to have a go at producing some wagon kits, but when he finished producing these he had what was called his scrap box and was going to bin it. So, I said if you don't want it I will take it off your hands and see what I can do with the bits. Incidentally, the material was resin, he made his own patterns and mouldings. The net result of this is I have made 3 LNER Fruit Van bodies and with one of our other traders brake gear and transfers I now have completed (almost) 3 more models.

One other thing to come out of this is spraying, up to the lockdown I was somewhat reluctant to have a go at this but now my standard is not bad, dare I say it. I said to my friends I think I have kept Halfords in business over the last 14 months.

What next ???

*Mick*

The none fruit vans – “Vehicles completed since the start of lockdown”

The Fruit vans – “Working progress – nearly there”



Photos Paul Barford



# Graham Jones

by Merfyn Jones

Graham was originally from Colwyn Bay. We were at school together. We got on well having a passion for model railways. He introduced me to N gauge when we were in our teens, but it was the days when so few items were available to buy and mainly German. He was building a layout in the garden shed but I was never impressed and it actually put me off N for life. He was for a long time a useful member at the Colwyn Model Railway Club.

We lost touch when he left the area to seek his fortune down South originally on the S&T, but he did return home sometimes to visit his mother and sister nearby. On some of his visits he would re-acquaint himself with me and other club members and for the past years became a honary club member an often attended our exhibitions with one of his layouts, mainly the Z gauge which he was actively promoting.

He used to do the O gauge event at Telford with his range of castings, and could always be easily found in the crowded hall by his loud and distinctive voice.

All the best to the family.

Information supplied by kind permission of Merfyn Jones on the web site forum : [www.rmweb.co.uk#](http://www.rmweb.co.uk#)





## EXPLAINING THE ERA SYSTEM

<b>Era</b>	<b>Description</b>	<b>Date Range</b>	<b>Example</b>
<b>1</b>	<b>Pioneering</b>	<b>1804-1869</b>	<i>Stephenson's 'Rocket'</i>
<b>2</b>	<b>Pre-Grouping</b>	<b>1870-1922</b>	<i>Peckett W4</i>
<b>3</b>	<b>Grouping</b>	<b>1923-1947</b>	<i>Wainwright H Class</i>
<b>4</b>	<b>Early British Railways</b>	<b>1948-1956</b>	<i>Gresley B17</i>
<b>5</b>	<b>Late British Railways</b>	<b>1956-1968</b>	<i>Standard 4MT</i>
<b>6</b>	<b>British Rail Pre-TOPS</b>	<b>1957-1971</b>	<i>Class 71</i>
<b>7</b>	<b>British Rail TOPS</b>	<b>1971-1986</b>	<i>Class 87</i>
<b>8</b>	<b>BR Sectorisation</b>	<b>1982-1997</b>	<i>Class 50</i>
<b>9</b>	<b>Privatisation</b>	<b>1996-2008</b>	<i>Class 67</i>
<b>10</b>	<b>Network Franchising</b>	<b>2006-2017</b>	<i>Class 60</i>
<b>11</b>	<b>Present Day</b>	<b>2014 on</b>	<i>Hitachi IEP</i>

The idea of the “Era System” is to group models into defined time brackets, so that locomotives, coaching and wagon stock could be reasonably grouped together with each other, as they were in a specified time period. This provides for a more prototypical operation of a layout.

Hornby has in conjunction with partners in the publishing and retail trades published a matrix of 11 time periods as to show what ran on the UKs railways during the specified periods.

There will be overlaps and as such not everything can be put into specific time era boxes or be in a specific livery with predefined corporate insignia. For example I remember while at Paddington in 1975 there was still a Class 47 operating in two tone green with a full year front bearing the British Railways Lion & Wheel logo; and whilst at Llandudno in 1976 there was class 40 still in green livery.

Acknowledgement to Hornby Hobbies for the above era matrix formation.



# 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](mailto: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](mailto:rjd156@btinternet.com)



**This info is for when  
we resume  
meetings on a  
normal basis.**

## Non Committee Positions

Newsletter Editor Colin Tarry    email: [wizzo@hymek.net](mailto:wizzo@hymek.net)

Sales Officer John Walker    email: [pamjohn38@btinternet.com](mailto: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.