

NORTHAMPTON & DISTRICT

# NEWSLETTER

MODEL RAILWAY CLUB

Between the Lines

7 8 9 10 11 12

**LATE SPRING  
2023**

**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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## From the Editors Cab Window

As mentioned in the last newsletter, 2023 marks the 100th anniversary of the LNER Flying Scotsman and the GWR Castles. In this issue we have articles on both classes.

I hoped to do an article on installing a DCC Bus as part of my series on starting in DCC. Unfortunately there is not enough room in this newsletter, so it will follow in a subsequent edition.

We are glad to see Trevor and Liz back at club after their argument with a bus.

As members of the club, you can submit articles for publication in the newsletter. The more members who submit items, the greater variety of articles to read.

Also inside a small mention of our member John Baxter who has passed away. A more comprehensive tribute will be done when more information is available.



*Colin*

# Club Torque



The Club is pleased to welcome the following new member(s):

Keith Gilham

Geoffrey West

## Club Exhibition 2023 — Roade

There is a supply of flyers advertising our club exhibition in August that you can take to distribute where you think fit. Just ask Colin or Craig for some.

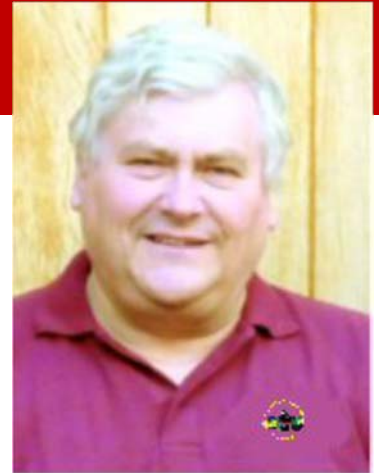
# TOMBOLA

Its that time again when we must appeal for items for the Club's Tombola that we operate at our annual exhibition. Please bring in any new items or items that are in very good condition as prizes. If you wish to donate anything that is edible or drinkable will you please make sure that it has a use by date not expiring before 1st October 2023. Also if you donate anything that is breakable or delicate, then please mark this clearly on the bag or box you bring it in please so that it does not get broken. Unfortunately in the past some glassware was donated and it got broken.

## Club Handbook

Don't forget to look through the Club Handbook, that can be found with the signing sheet on a Thursday evening. The Handbook contains forms for joining the club, the Rules & Constitution and other administrative information. Additionally it will hold information on railway modelling as a reference guide. Currently included in the handbook is the Hornby Magazine guide to beginning a model railway along with a guide and information on DCC.

# Chairman's Ramblings



It is always the most difficult thing for me to write about losing a club member and friend, and it happens all too regularly for me at times.

I really do miss my model railway friends who have passed away over the years and it always reminds me that we need to really do the things we have promised to do and not put them off till tomorrow.

So it was with great sadness that I heard from other committee members of the passing of our oldest member John Baxter recently.

What a difference to the weather lately. Gone are the cold dark evenings and the sun seems at last to have battered the cold wind into submission.

So I now sit here for a change typing this article in warm sunshine. However I am resisting the urge to don a tankini. I have just finally got my garden fence layout back into working order and am looking forward to operating it on many warm sunny days.

Regarding club nights we really need to keep an eye on the floor on leaving, as another piece of railway related debris has been picked up by Gaynor who does the cleaning. We were given recently, permission to use the foyer at no extra charge to work on our layouts, and it has been a great assistance to us.

We are currently working on Kingsthorpe and a new N gauge layout to hopefully take to shows to represent our club. We had a rare problem with the large demo track on Thursday evening and finally resolved it when we found that a track pin was causing the fault. Thanks must go to Roger who found the fault. To be honest without his knowledge we would probably still be looking for it!

The junior layout, and the N gauge test track are still providing regular running opportunities for the members and hopefully will do so for many years.

We have sadly had to store the Castle Station 00 gauge layout for now, due to space, time, and other modelling commitments. However if anything changes we still hope to convert it into an oval rather than an end to end layout.



Not unexpectedly due to the current cost of living crisis, especially heating costs. We have been advised that there will be a rent rise in the Autumn at the hall so membership fees may need to be looked at again at our next AGM.

We were recently notified that we will not be attending the Soar Valley show this year, which had become quite a regular event. However we are told that they may invite us again next year.

We have very kindly been offered the purchase of a van by Paul for club use at a very good price indeed, and we need to discuss whether we can afford to run it as a club. It would however really help transporting our layouts to shows.

One final matter. Please help to put up and dismantle the layouts if you run your trains on them. Please do not rely on the usual suspects to do this for you!

Also remember to put your Thursday evening £2 in the cash jar and sign in when attending. This is irrespective whether you take refreshments or not.

Best wishes

*Les Pace*

Chairman NDMRC

## John Baxter

John was probably our oldest member, who celebrated his 89th birthday on 9th February this year.

A full tribute to John will appear in a later newsletter when further information is available.

He was a very dedicated member of the club, rarely missing meetings.

Les Pace adds.....

*'From the many short conversations I had with him over the years I learnt that he had had a very interesting life and was a great enthusiast when it came to cars, having been at one time a rally sport driver.*

*He and, and his best friend Bernard Kelly both attended the club together, until the unfortunate death of Bernard. They were both interested in N gauge and they often were also involved in 00 gauge projects as well. He was a real gentleman, and I never once heard him raise his voice at any time.'*



# Caption Competition



We had a couple of captions submitted.

Caption 1

"I've got a drink problem—I spill most of it"

Caption 2

"I knew I should have brought my toothbrush"

**Here is an opportunity for another caption. Think of a suitable PRINTABLE caption and let the editor know. No prizes—just a bit of fun.**



2023 marks the anniversaries of a few milestones in British railway history.

One of those milestones was the introduction of a very successful class of steam locomotive namely the Castle class of the Great Western Railway.

I'm not going into big historical detail here as there are many sources of information on the Castle already in the public domain. This article is just to note this historical event and provide some basic information about why and how they came about.

The first castle built was no 4073 Caerphilly Castle which was unveiled at Paddington station on 23rd August 1923. Its designer was Charles Benjamin Collett (1871-1952)

## Why the Castle class were introduced

After the end of the First World War passenger trains on the GWR were getting heavier and therefore a more powerful locomotive was needed to replace the Star class designed by George Jackson Churchward, Collett's predecessor. The Castle's were a development of the Star class, that were introduced in 1907.

## Castle power

The Castle's were 10% more powerful than the Stars. This was achieved by increasing the width of the cylinders from 15 inches to 16 inches and fitting a larger boiler, but maintaining the same boiler pressure of 225 lbs/sq in. This gave the Castle's a tractive effort of 31,625 lbs @ 85% compared to 27,800 lbs of the Star class.

## Rivalry

4073 Caerphilly Castle was exhibited at the British Exhibition at Wembley Park in 1924. Here it sat near Sir Nigel Gresley's Flying Scotsman. It was here that the GWR proclaimed that the Castle was the most powerful passenger locomotive in the UK. Needless to say a competition followed. No 4079 Pendennis Castle worked trains on the East Coast Main Line running alongside 4475 Flying Fox and 2545 Silver Jubilee. On the GWR main line 4474 Victor Wild competed with 4074 Caldicot Castle on the Cornish Riviera Express. Both locomotives performed very well. It was the Castle that triumphed in terms of fuel economy and acceleration. Gresley then modified his Pacific's.



7029 Clun Castle at Banbury on 16th April 1978.

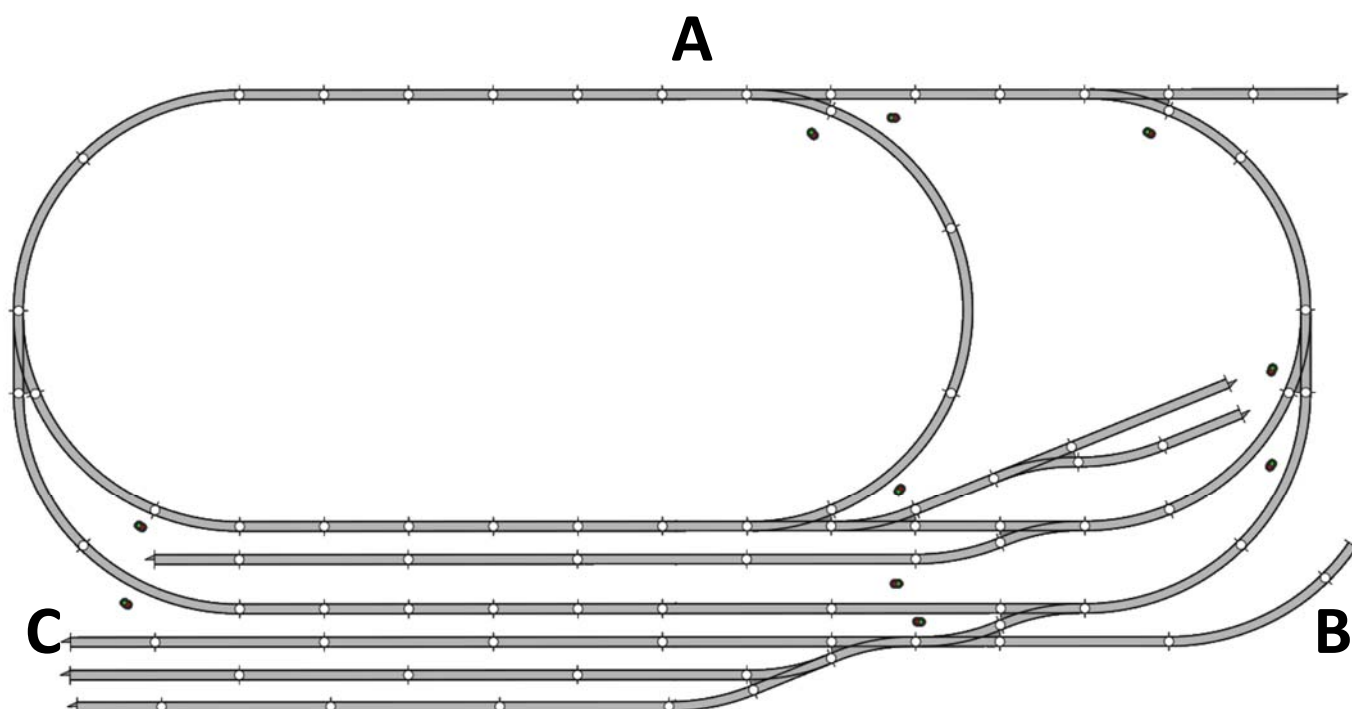
I went over to photograph her on this special rail tour by the Sunday Mercury in collaboration with the Birmingham Railway Museum. What a blaring error awaited me. 7029 was a BR built Castle and here sits in GWR livery—a livery she never actually wore in BR revenue earning service.



In the last newsletter I finished my article on TU-MYL St JAMES stating that I would give details of how I built the raised section of track. Before I do that, I will just explain why I decided to add a raised section in the first place.

The track plan and sceneics of the layout were based on the Graham Farish Magnum II plan. Whilst Jim did his own thing regarding the sceneics, he stuck rigidly to the original track plan. At first glance the track plan looks good, but if you study it you can see that only one train can run unattended at a time. From the track plan below, you can see that the line marked with an A is common to all three ovals, hence you get a bottle neck.

To give flexibility of running and to enable two trains to run unattended, I looked at ways of adding a second loop. From the track plan below, I decided to develop an extension at points B and C.



This is how the layout looked before work on the second oval started.



I'll show the development visually by a series of photos , numbered in sequential order, of development.



1

The entrance to the siding is lifted after the turnout/point.

2

The incline is then added. This just has a plywood base.



3

A Western tests out the gradient.



4

The gradient extends into the curve. The aim was to have the steepest part of the gradient on the straight section.







5 & 6

On the curve the gradient is almost non-existent as it proceeds to meet up with the rear of the layout.



7

When the track bed was secure and all the glue cured, then the outer and inner barriers are added.

The barriers were made from strip plywood and held in place with the clamps until that glue had cured also.

The barriers were under a lot of tension here and wanted to keep springing off.

The gradient is quite steep as from the turnout/point shown earlier, the line had to clear the road in a distance of about 2.5 feet.



Next came the viaduct, which runs part way along the back of the layout. The model used is the kit made by Faller. The kit comes in two basic sections, namely the track/bridge part and the piers.



8  
Here the track section of the viaduct is made up and put in place, being secured to the wooden blocks each end.

9  
The piers are built to their full height as supplied with kit.

10  
The pier height as supplied is far too high, so they are cut down and numbered so they go into their correction positions.





11

Finally the viaduct is tested as a Hall runs over it.



12

A road bridge is added on the left and on the right a girder bridge is added. The road bridge and girder bridge were built using Peco components. Three different types of bridge add to the interest.



13

The girder bridge being tested by a class 40.





14

Following the girder bridge is an embankment, which continues to the next curved section. This is followed by another road bridge, again made from Peco components.



15

Finally an over all view of the layout, showing the high level section, giving a second continuous running line.

In the next newsletter some detail on the scenic structures and cameos on the layout.



# Forthcoming Events

## **Little Houghton Fete**

17th June 2023

The club has been invited to take a layout or two to this event. We will have Tumil St James there to represent the club. Also its hoped to display model of the Coronation class Pacifics. If you feel you can contribute in any way to this event please speak to Richard.

## **St Matthew's Summer Fete Saturday**

1st July 2023 13:00-16:00

The club has again been invited to take a layout or two to this event. We are not sure yet what we are taking, so please keep an eye on the weekly notice board for up to date information.

## **Soar Valley Model Railway Club Exhibition**

12th/13th August 2023

We were to attend this exhibition, but the exhibition manager has now informed us that we cannot attend as they have over booked then space.

## **N&DMRC—Annual Exhibition**

12th August 2023

This is the Clubs own exhibition. We will need help on the day for this event. More details will follow later.

## **Rushden Historical Transport Trust—Model Weekend**

16th/17th September 2023

Note the date change from the last newsletter.

We have been invited to take the Demonstration Layout to this event, and we will be asking for volunteers to help nearer the time.



As Colin noted in the Spring newsletter, 2023 is the centenary of 'The Flying Scotsman' and in some ways it is - but what is "The Flying Scotsman" ?

The centenary being celebrated is for the locomotive known variously as LNER 1472, 4472, 502, 103 and latterly British Railways 60103. This locomotive has featured on TV programmes, has toured the world and is familiar to us all. But the story of "The Flying Scotsman" actually goes back to 1862, when the Great Northern Railway, North Eastern Railway and the North British Railway inaugurated a through service from London to Edinburgh with simultaneous departures from London Kings Cross and Edinburgh Waverley at 10 am under the title the "Special Scotch Express" - with a journey time of 10 ½ hours. Over time, it was sped up and gained the nickname 'The Flying Scotsman'.

This service led to intense competition between the companies which operated the East Coast Mainline between Kings Cross and Edinburgh and the West Coast Mainline between Euston and Glasgow as to who could run the quickest Anglo-Scottish services - culminating in the 'Race to the North' in 1888. A rivalry which continues to this day.

It was against this backdrop that newer, faster, more powerful locomotives were needed to speed up such services and in 1911 the Great Northern Railway made a decision which shapes the rest of this story. They appointed 35 year old Nigel Gresley as their Chief Mechanical Engineer (CME).

Gresley, though born in Edinburgh, was part of a historic Derbyshire family. His ancestors included 3 Members of Parliament and several 'High Sheriffs of Derbyshire' one of whom was a canal builder and mine owner. Gresley himself went to Marlborough College before joining the London North Western Railway as an apprentice at Crewe Works. He subsequently moved onto the Lancashire & Yorkshire railway reaching the level of Assistant Works Manager at Newton Heath before heading to the Great Northern Railway.

Shortly after his appointment as CME he turned his attention to the need for a new express locomotive which could handle express services which were near the limits of the capacity of the existing Ivatt C1 Atlantics from the early 1900s. Initially Gresley based his design on an enlarged version of Ivatt's Atlantics, but soon identified the design limitations. Inspiration to do something different came from America, as appearing in the technical journals of the time were details of the Pennsylvania Railroad's K4 class of 1914. Gresley closely studied this and incorporated elements, notably much of the boiler design, into his new A1 class. The first two, including pioneer 1470 'Great Northern' were released from Doncaster Works in 1922. The board of the GNR must have been suitably impressed as they approved the construction of a further 10, the first of which was to be the then unnamed 1472.

Whilst this was taking place, the railways were being reorganised. 'Grouping' as it was known, led to the merger of the Great Northern Railway, North Eastern Railway, North British Railway, along with other companies such as the Great Central Railway into the London & North Eastern Railway from 1st January 1923. This meant there would be fewer Chief Mechanical Engineer positions. Fortunately, luck was on Gresley's side. The CME role for the new LNER had been offered to the Great Central's CME, J.G. Robinson, however Robinson, by then in his mid sixties, declined the role and instead suggested the younger Gresley be offered the job. A sad footnote though is Robinson ultimately outlived Gresley by over 2 years.

Loco 1472 was completed at Doncaster works in February 1923 and entered service shortly after. Under the LNER the number of A1s to be built was increased to 52.

It was a year later in 1924 that 1472 was renumbered to 4472 and given the name "Flying Scotsman" ahead of being displayed at the British Empire Exhibition being held at Wembley. It wasn't the only locomotive to be displayed, the Great Western's new Castle class was represented by 4073 Caerphilly Castle. Inevitably it gave rise to comparisons, not least because the GW loco was both lighter and claimed to be more powerful. A series of exchange trials took place and the Castle came out on top. Gresley immediately set to work looking to improve his A1 class and by 1928 had identified the changes which were to lead to all but one of the class being rebuilt as the A3 (1470 Great Northern was not rebuilt to an A3). 4472 wasn't rebuilt as an A3 until 1946 - after Gresley's death in 1941.

In 1928, the LNER decided to make the Flying Scotsman a non stop service for the first time and 4472 was one of five A1's selected for this. It gained a corridor tender to allow crew changes without stopping and modifications so water could be replenished from troughs in the tracks. However its time on such services was limited as in 1935 Gresley's A4 class entered service, progressively displacing the A1's and A3's. However 4472 was still to make history. On 30th November 1934, 4472 became the first steam locomotive to officially reach the speed of 100 mph.

The rebuild in 1946 changed 4472's appearance closer to how it appears today with the larger boiler. A further change in 1958 was the fitting of a double Kylchap chimney to improve efficiency but this had the undesirable impact of causing smoke drift which obscured the driver's visibility. The remedy was the fitting of German style smoke deflectors which it wears to this day.

In 1962, British Railways announced its intention to withdraw 4472. Surprisingly, given its historic significance, it wasn't earmarked for official preservation. Recognising the risk of the loco being lost, businessman Alan Pegler stepped in. His contract of purchase allowed it to be run on the mainline network for specials until the end of 1971, for a period of time making it the only steam loco running on the national rail network.

In 1969 Flying Scotsman commenced a tour of Canada and the USA. Despite the commercial success of the tour, the financial impact of owning and running the loco bankrupted Pegler in 1972 and the loco was impounded. In 1973, rail enthusiast William McAlpine, part of the family behind McAlpine construction, stepped in. Having agreed a deal with the creditors, McAlpine returned the loco to the UK and subsequently paid for two overhauls over the next 20 years of ownership.

In 1993, McAlpine sold the loco to a joint venture with Pete Waterman, however within 2 years that ran into financial difficulties and the loco was sold again in 1996 to Tony Marchington. Marchington paid to overhaul the loco and return it to mainline operation in 1999. However within a couple of years of its mainline return, once again financial problems occurred and 4472 was for sale, to be sold via a sealed bid auction. This time the National Railway Museum stepped in and secured 4472's future with a bid of £2.3 million.

Two years after purchase, the NRM withdrew Flying Scotsman for an overhaul. A protracted affair which ultimately took 10 years, with 4472 finally returning to service in 2016. It now celebrates its centenary.

So what is the loco we see today ? It's not an original Gresley A1, the form in which it secured the 100 mph speed record and became the legendary Flying Scotsman - it ceased to be that when it was rebuilt in 1946. Nor, technically, is it a Gresley A3, the Kylchap chimney and smoke deflectors were fitted long after Gresley's death. So what we have is a Gresley A3 with further changes. However, it is the sole survivor of Gresley's A3 rebuilt from the A1. That alone makes it worthy of ongoing preservation.

The Flying Scotsman as a named train continues to this day. After the A3s, the service was run with Gresley's A4s until after World War 2. Dieselisation saw the arrival of the 22 Class 55 Deltics replacing the A4s. In 1978, the Deltics found themselves displaced with the arrival of the Inter City 125. Electrification of the East Coast Mainline reached Edinburgh in 1991 and The Flying Scotsman was operated by new Class 91 locomotives and Mk4 coaches. More recently the Class 91s were replaced by Hitachi built Class 801 EMUs.



The photos below show A3s with and without the large smoke deflectors - Flying Scotsman appeared in both guises.



(Left) 60086  
Gainsborough,  
without the large  
smoke deflectors.  
York, 07-07-62.

(Right) 60066  
Merry  
Hampton and  
660037  
Hyperion both  
with the large  
smoke  
deflectors at  
Doncaster on  
19-05-62.



Both photos:  
Lyn Owen.

Liveries carried by Flying Scotsman:

Gresley A1 - 1923-1946 Gresley A3 - LNER Apple Green

WW2 all over black

Post 1946— Apple Green with British Railways markings

British Railways Express Blue

British Railways Green - 1954 onwards

As a Model Railway Club we should look at the models of the Flying Scotsman which are available.

One of the earliest produced was the Hornby O gauge in around 1926, though, as Simon Kohler, Hornby's Product Development Director candidly admitted in an interview earlier this year "*the only thing they probably got right at that time was the nameplate and the colour – everything else was certainly a bit of a hotch-potch*". It is, perhaps, a bit unfair to judge models produced almost 100 years ago against current standards. Such things were produced without the automation we are now used to and without the depth of source material in terms of photographs or drawings which are routinely used as part of producing a modern model.

Staying with O gauge Lawrie Loveless has produced several different A1 and A3s as have ACE Trains. Heljan have also produced various iterations of the A3 - a number of which, at the time of writing, are in stock at Hattons at reduced prices.

Returning to Hornby, this time OO, perhaps the best-known model is the Hornby-Triang version released in 1968. This model remained part of the Hornby line up for the next three decades and there are plenty still in use to this day. As should be expected, the level of detail and accuracy aren't up to the latest standards, but it's a good basic model. Serviceable examples can be found for under £20 as 'Spares or Repair' and given the relatively basic nature of these most should be repairable for relatively little cost. Paying between £20 and £50 should secure a running model in good condition.

In the mid 1990's, Simon Kohler persuaded the then Hornby management of the need to update the Flying Scotsman. This was not a foregone conclusion as for several years Hornby's interest in model railways had seemed to be waning. Kohler persisted and in 1998 a newly-tooled model using a Ringfield motor, produced in China was launched. This new model provided a welcome refresh and in 2005 it was further improved with the 'Super Detail' versions making an appearance.

Also in 2005, Hornby launched a OO 'Live Steam' version of the Flying Scotsman. These were only produced for a short time. Anyone considering one of these needs to be aware they must be used with their dedicated controller. They are not compatible with other DC or DCC controllers. These also need to be properly maintained and serviced.

In 2007 the 1998 model was used as the basis of the basic 'Railroad' range model, offering a more basic, lower price point model.

Staying with Hornby, its most recent version of the Flying Scotsman is its newly announced 'TT120' model. For those unaware, TT = TableTop, the scale of 1:120 is roughly halfway between traditional OO and N gauge. Whether TT will be a success remains to be seen, but it is an interesting compromise for somebody who wants something smaller than OO but feels N is too small or fiddly.

Lastly, N gauge models of the Flying Scotsman have been produced by three manufacturers. Starting with the most well-known, Graham Farish, who introduced their A3 model in 1987 and remained in their range until 2000. It was then re-released on a couple of occasions in the early 2000's following the takeover of Farish by Bachmann. Examples can be found on the second-hand market with prices starting at £40 for a runner with tatty box.

Less well known than Farish, Minitrix produced a model of the Flying Scotsman in the late 1980s. Less common than the Farish model, these too can be found on the second-hand market.

Lastly, in 2012, Dapol introduced a new A1/A3. Being a more modern model, these offered better detailing than the older Farish model and came in both DCC ready and DCC equipped versions. These models don't appear to be currently in production, but are available on the second-hand market with prices starting around £150.

This is not an exhaustive list of Flying Scotsman / Gresley A1 / A3 models, nor is it intended to be. Instead, I have focused on the most common scales and examples - much more detail can be found online.

## **The Editors two penn'orth**

Alan has said one of the earliest models was the Hornby O gauge in around 1926.

Braunston & Walters produced a GNR 2.5" version in 1922 according to the book 'The Bassett-Lowke Story'. Nigel Gresley was the CME of the GNR before the grouping.

I have a 2.5" live steam model which is a Bassett-Lowke A1 version produced in 1925. The Bassett-Lowke version was also 2.5" gauge (1/2" scale) and sold for £72.10s.0d (£72.50 in today's money conversion). They were spirit fired. However it was made with a parallel instead of a tapered boiler.



# 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	£20.00
Polo shirt	Mens	R539M	3XL, 4XL	£26.00
Polo shirt	Ladies	R539F	8,10,12,14,16,18	£20.00
Polo shirt	Ladies	R539F	20,22	£26.00
Polo shirt	Childs	R539B	S,M,L,XL,2XL	£19.00
Sweat shirt	Unisex	R762M	S,M,L,XL,2XL	£24.00
Sweat shirt	Unisex	R762M	3XL, 4XL	£32.00
Sweat shirt	Childs	R762B	S,M,L,XL,2XL	£23.00
Fleece	Mens	R870M	S,M,L,XL,2XL	£32.00
Fleece	Mens	R870M	3XL, 4XL	£38.00
Fleece	Ladies	R870F	8,10,12,14,16,18	£32.00
Fleece	Ladies	R870F	20,22	£38.00
Fleece	Childs	R870B	S,M,L,XL,2XL	£30.00
Cap	Unisex	BC015	One size fits all	£17.00

These prices are correct as at 1st March 2023. These prices are subject to change. When ordering please bear in mind that the cost may be greater than shown here.

# Club Information

## Committee Members

Les Pace (Chair Person)  
Richard Deacon (Secretary)  
Craig Dawkins (Exhibition Manager)  
Cliff Simpson

Colin Tarry (Treasurer)  
Michael Castledine  
Stephen Lloyd

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)

## Non Committee Positions

Newsletter Editor - Colin Tarry	email: <a href="mailto:wizzo@hymek.net">wizzo@hymek.net</a>
Sales Officer - John Walker	email: <a href="mailto:pamjohn38@btinternet.com">pamjohn38@btinternet.com</a>

## 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.