

Newsletter

Between the Lines

**NORTHAMPTON & DISTRICT
MODEL RAILWAY CLUB**

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Welcome 2022

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

Welcome to the first newsletter of 2022, which I've called *Welcome 2022* as it's a bit too soon to call it the Spring edition.

Lets hope this year will be a big improvement on the last two. 2021 was certainly a bad year.



Club wise we said goodbye to Colin Norfolk, Jim McMaster, Kevin Gibson and Richard Austin. Unfortunately we didn't hear about Richard until late January. There is a tribute later in this newsletter to Richard. In the wider railway circle we lost Graham Jones a regular exhibitor at our exhibitions and a local trader of model railway items.

As mentioned later in this newsletter, we lost the railway publisher and author Adrian Curtis.

We pick ourselves up, we dust ourselves down and we gear up for 2022. There is plenty to do within the club; with the upgrade to the Kingsthorpe layout and then to start on the fiddle yard for Northampton Castle Station. Izzy Wizzy—Lets Get Busy.

Don't forget any member can submit articles for publication in the club newsletter. Just send them to me at wizzo@hymek.net

Colin

Chairman's Ramblings

Dear Members

Greetings on the first ramblings of 2022.

It was with great sadness that we were informed of the passing of Richard Austin in November 2021. Please see page 5 of this newsletter.

2021 was yet another year that has now gone down in history as not being a good one in lots of ways. Lots of doom and gloom was reported, and by the end of it I was REALLY getting fed up with it.



We only had a few events at the end of the year, and also only a small number of exhibitions took place. The only bright spot in the year for me was that we were able to have our show at Roade which was very successful, and also being able to meet again on a Thursday evening.

Now for this year.

This year has its fair share of problems as well so far. The cost of new railway stock seems to have gone through the roof with all the extra expenses that manufacturers have had to shell out on. Also the second hand market seems to be going the same way. Let us hope there is an end to all these problems soon and even that the cost of living, petrol and diesel fuel will return to a sensible cost level.

Who said no chance!

On a brighter note I am glad to say, we have welcomed a few new members at the club recently and there now seems to be a really good and busy atmosphere each week. Work is progressing on Kingsthorpe, and the other layouts are in regular use. We cover the three popular scales, and hopefully we will soon make a start on some new projects, space permitting. The Junior layout is very popular and the N gauge layout is in regular weekly use, as it is now stored at the club. The demonstration track still has its moments but is quite reliable at present.

I have had no news so far on the possible new venue in Bective Avenue we were looking at last year, and as usual I am not holding my breath. However, I am still regularly chasing West Northants Council by email. Also we will soon probably need to collect our Castle Station layout as it comes to the end of its display time at Northampton Station. Let's hope there is room in the shed for it.

Finally, here's hoping that 2022 will improve and we will be able to look back on it and say that this was the time when we turned a corner and the future became a lot brighter. Who said no chance again, I want their name!!!

Best wishes

Les Pace

Chairman NDMRC

The Chairman's Jokes

Finally again. Some one liner jokes pinched off the Internet to hopefully help you forget about what is happening in the world at the moment.

A friend got to the final of the local model railway competition. He lost on points.
Never liked the troll who lives under the local railway bridge. He's my arch enemy.

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.

I've always liked one-liners. That's why I'm a fan of monorails.

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.

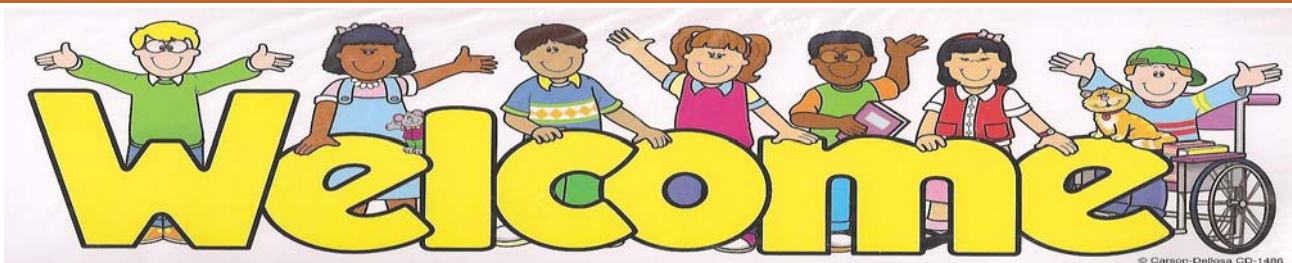
I miss the old days of the railway when the driver had plenty of esteem.

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.

A friend of mine quit his job as a reporter and left town by railway. It was an ex-press train.



The Club is pleased to welcome the following new members:

Jacob Rumens (Junior member)

Harry Thompson (Junior member)

Richard Austin by Les Pace

On 10th November last year Richard passed away whilst having surgery for an infected hip operation.

As some of you will know Richard was a modern image modeller and into DCC operation.

He had stopped coming to the meetings due to ill health but was hoping to return at some stage. Unfortunately, this was not to be.

We would usually put a written obituary in the newsletter supplied by the family, however Richard chose to have a simple cremation with no service, so let us just take the time to remember him as being the kind caring person that he was.

The last time many of would have seen Richard, was his visit to our Castle Station layout whilst it was being exhibited at the Northampton Heritage Fair at Delapre Abbey in September 2021.



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 2022. 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 Exhibition 2022 — 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 any committee member for some.

Adrian Curtis 1958-2021

by Colin Tarry

On the morning of December 8, Adrian Curtis was taken to hospital for emergency surgery, but unfortunately passed away in the evening.

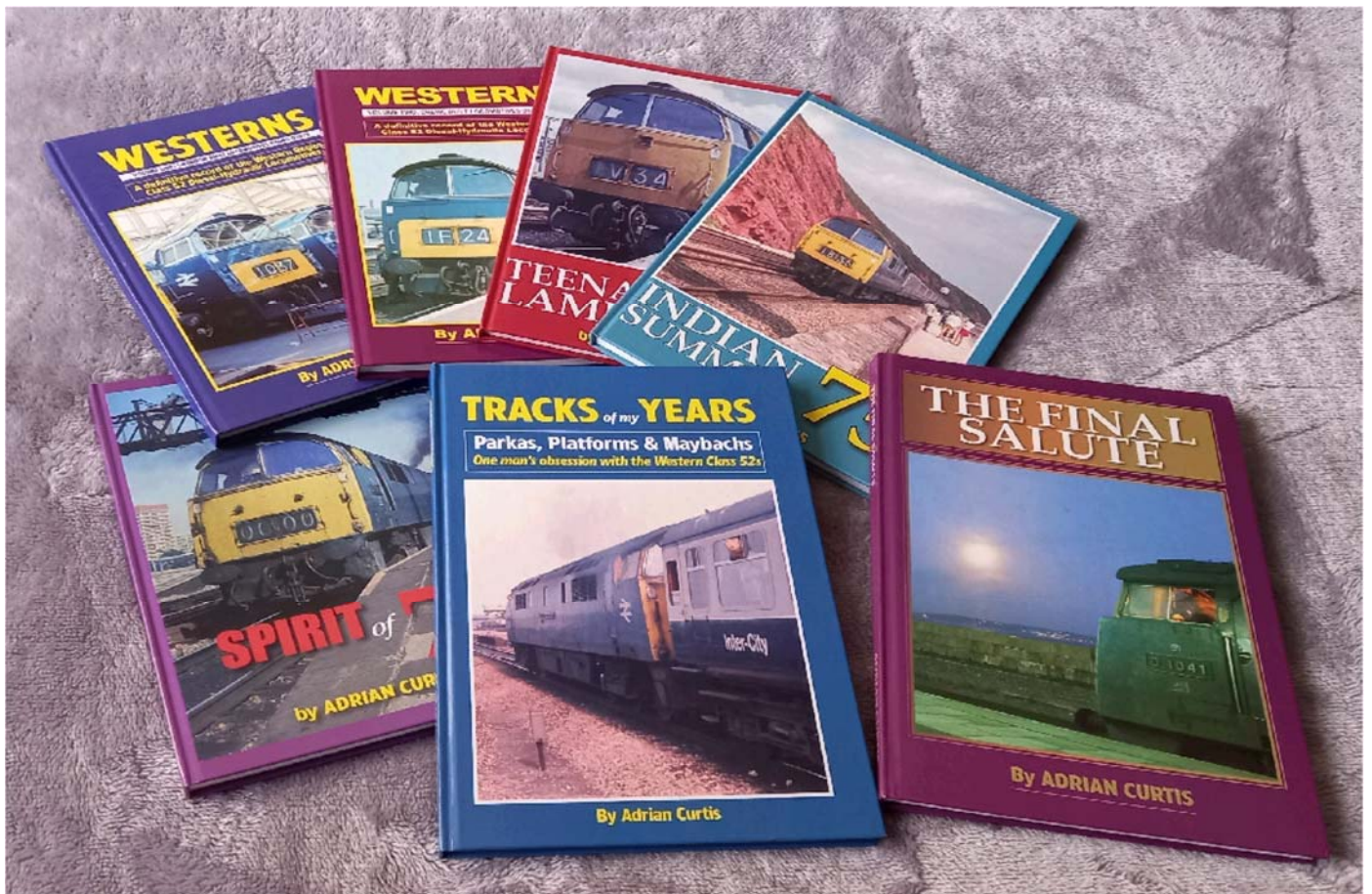
Adrian was a well-known author and former football journalist who had a special interest in the Class 52 D1000 series 'Westerns' and went on to become an acknowledged expert in the field.



His best known book is a '**CAST OF THOUSANDS**' which ran to 331 pages. This has become a sought-after definitive reference work for the Class. A book I have yet to acquire.

Adrian was working on a series of books with a separate volume covering each locomotive in the 74-strong class and was only part-way through the series when he passed away at the age of 63.

Needless to say I do have a number of his books.



Layout Metal Trestles

by Colin Tarry

From last November the Club has been buying and making up a series of metal trestles to support our layouts. Initially these trestles are to be used for the Northampton Castle Station layout. We need about 8 to support the actual station part of the layout.

The ultimate objective is to turn Castle Station from an end-to-end layout into a continuous run with a supporting fiddle yard. The fiddle yard was originally built for clubs old Greenford layout. Greenford was to be superseded by a new OO gauge layout called Four Oaks Junction. Work partially started on Four Oaks, then Castle Station arrived on the scene. Castle Station was seen to be a more important option to pursue than Four Oaks due to its relevance of the clubs location.



Once Castle Station returns from its display at the main Northampton railway station, then work on fitting the fiddle yard can begin. The fiddle yard will also be mounted on the metal trestles. The club is initially acquiring 12 trestles to support the fiddle yard. By the time you read this we now acquired a total of 20 trestles. These have been purchased from B&Q. We wanted to try and keep to one make and design.

In the long term its hoped that these trestles will be able to be used with other club layouts—one trestle fits all.

Soar Valley Model Railway Club—2022 Exhibition

We have booked to attend the above event with the club's Multi-Gauge Demonstration layout. The SVMRC exhibition is being held on the weekend of 21st/22nd August 2022 at Loughborough Grammar School.

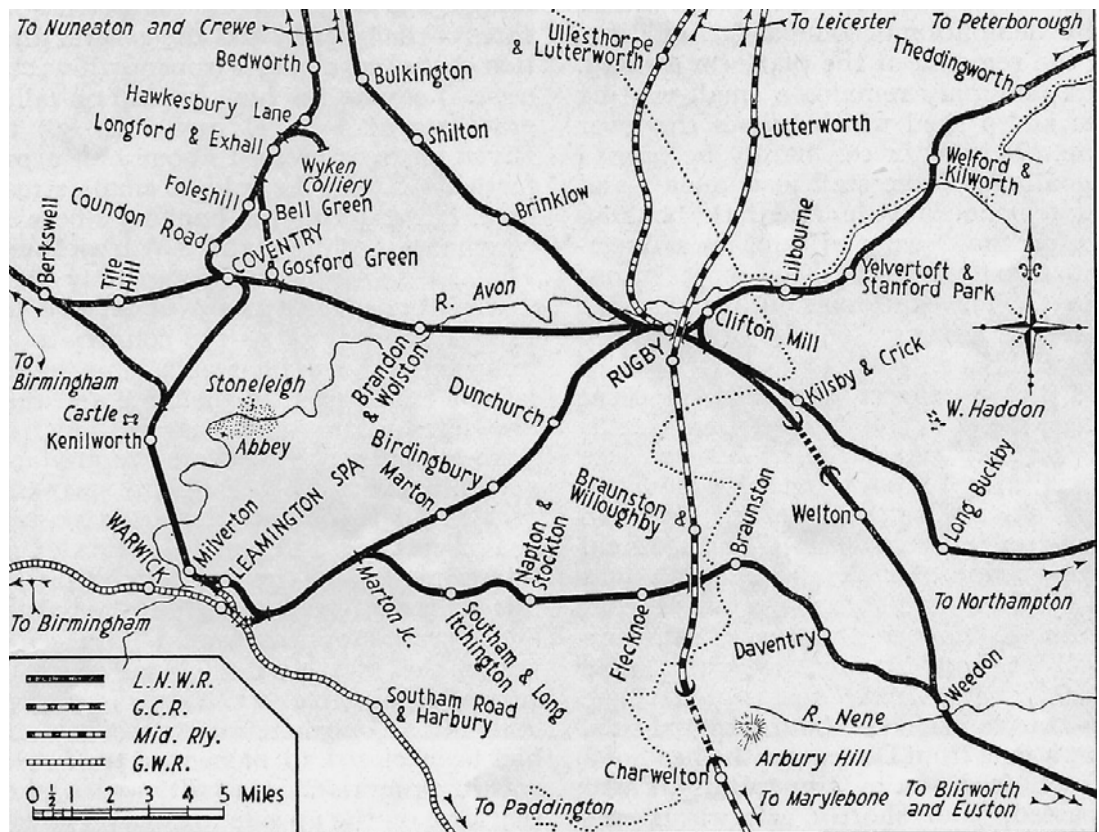
We have indicated to them that we require 8 operators. Nearer the time we will be seeking the names of members who wish to attend. If we get more that 8 on each day then we will need to ration who attends on what day(s).

The Weedon to Leamington Railway

by Richard Deacon

Club member John Walker recently passed to me the June 1957 Railway Magazine as it had an article on the above forgotten local railway line.

I was especially interested as this route kept cropping up during my



researches into the Bedford/Northampton line. Various proposals were mooted over the years from 1846, including the one I found, the Bedford Northampton and Leamington in 1864, in the quest for the supposed holy grail of an east west route. (That is another story). The BN&L soon foundered during the Parliamentary process, owing to lack of support and the LNWR was against a junction with that Company at Weedon. In 1885, LNWR itself promoted a line from Weedon to Daventry, and in 1890 an extension onwards to Marton Junction where it joined its own route from Rugby to Leamington branch. The branch was about 17 miles to Marton Jct, about 4 miles short of Leamington. The Daventry part was opened to great local celebrations on 1 March 1888, the remainder to Marton , in 1895. The infrastructure was designed for double track but was single track throughout.

The works at Weedon gave the LNWR the opportunity to realign the gradient on the main line so that a movable bridge over the canal into the Ordnance Depot could be replaced by a permanent one with headroom for boats to pass under. The site of Weedon Station was moved from its cramped position to a new station on the north side of the (now) old A45 where there was room for a bay for the branch service. There were 5 intermediate stations on the route , two of which were in Northamptonshire, Daventry and Braunston (London Road) to distinguish it from the GC's.

They were all in modest typical LNWR timber style but had goods yards. Traffic was never high, Daventry being the largest town, population 4000 in 1957, and the route very rural and very few through trains, most services being from Daventry to Weedon. Services were operated by Webb 2-4-2 tanks for many years until taken over by Ivatt 2-6-2Ts. Towards the end, services ran onto Blisworth in connection with the Northampton service.

The article said that the trains were poorly patronised and feared the service was unlikely to survive for long. That was to prove the case, as the entire line closed to passengers on 15 September 1958. Its life was probably kept going by the cement works at Southam supplied by regular chalk trains hauled by Webb 0-8-0 and then Staniers 8Fs. Photos of these trains regularly appear in local railway books and talks.

An O gauge model of Daventry Station used to be displayed in Daventry Museum and I recall that Daventry MRC built an OO gauge model. As a rural railway, with modest station buildings and small goods yard, parts of it would make an ideal subject for modelling by someone.

Today one has to look hard for traces of the railway, but they are there if you look! The line left the main line at Weedon and immediately dived into a cutting, crossed by the back road from Dodford to the A5. The cutting has been filled in but the bridge still exists, complete with parapet. Still climbing at 1 in 80 the line parallels the A45 into Daventry on the north side and hugs the lower part of Borough Hill. Part of this is walkable. The eastern ring road (South Way) of Daventry has obliterated any trace, and the station site is now a small industrial/retail site plus the Royal Mail depot. Unusually the station was in easy reach of the town, not that it did any good for railway business. Further north now on Northern Way, an overbridge can be spotted on the left and then part of the track bed is used as a pedestrian way through a residential estate. Take a right off Drayton Way into a modern industrial estate and then look to the east, there is another overbridge. After that the line is in rural territory leaving little trace and heads for and parallels the Grand Union Canal to Braunston. It crossed the A45 just south of the Marina, but little trace and then went under the GC visible from a track at the abandoned village of Wolfhamcote and visible as it criss-crossed the Grand Union Canal into deepest Warwickshire.



Introduction of Railway Time and the 24hr Clock

With the introduction of the railways there was a need for a standard time across the rail network, as many towns and cities had their own 'local' time. In November 1840 the Great Western Railway became the first railway company to implement a common or standard time (known as 'Railway Time').

The Railway Clearing House recommended using Greenwich Mean Time in 1847 (as set by the Royal Observatory in Greenwich) as a significant number of towns, cities and companies had already adopted this as standard. Greenwich Mean Time was legally adopted from 2nd August 1880 with the *Statutes (Definition of Time) Act*. Ireland adopted GMT in 1916.



The Western Region introduced the 24-hour clock for public timetables from 15th June 1964 and were followed by London Underground from 7th September 1964. British Rail introduced the 24-hour clock (nationally) for public and working timetables from 14th June 1965.

In Ireland, Coras Iompair Eireann (CIE) introduced the 24-hour clock for public timetables from 12th June 1967 with Northern Ireland Railways (NIR) following a fortnight later from 26th June 1967.

Use of the 24hour clock removes any ambiguity as to what time is being referred to. The use of the 24 hour clock on the railways brought it into line with other professional bodies that already were using it such as the military, coastguard service etc.



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	£28.00
Polo shirt	Mens	R539M	3XL, 4XL	£32.00
Polo shirt	Ladies	R539F	8,10,12,14,16,18	£28.00
Polo shirt	Ladies	R539F	20,22	£32.00
Polo shirt	Childs	R539B	S,M,L,XL,2XL	£28.00
Sweat shirt	Unisex	R762M	S,M,L,XL,2XL	£33.00
Sweat shirt	Unisex	R762M	3XL, 4XL	£34.00
Sweat shirt	Childs	R762B	S,M,L,XL,2XL	£33.00
Fleece	Mens	R870M	S,M,L,XL,2XL	£37.00
Fleece	Mens	R870M	3XL, 4XL	£39.00
Fleece	Ladies	R870F	8,10,12,14,16,18	£37.00
Fleece	Ladies	R870F	20,22	£39.00
Fleece	Childs	R870B	S,M,L,XL,2XL	£37.00
Cap	Unisex	BC015	One size fits all	£14.00

These prices are correct as at 1st December 2021. 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

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

Email: feedback@ndmrc.org



Club Night: Thursday

Meeting Time: 19:30—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: 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

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