Meeting Venue
Meetings are held (normally) on the fourth Saturday of every month but this can vary so please check dates. All monthly meetings will be held at Heworth Community Centre, Stray Road, Burnholme, York YO31 0HG (off A1079 within York Ring Road).

By bus from York station:
- Using Coastline 840, 843 or 845 (Coast bound) leaving at c.7, 27 and 47 minutes past each hour to Stockton Lane. Return from Stockton Lane at 06, 26 and 46 minutes past each hour.
- Using First York Bus nr 13 to Stockton Lane (Junction Hempland Lane) leaving at 22 and 52 minutes past each hour. Return from Stockton Lane at 21 and 51 minutes past each hour.
- Using First York Bus nr 11 to Applecroft Road/Stray Road (right outside Centre) leaving at 05 and 35 minutes past returning at 01 and 31 minutes past each hour until 6.00 pm.

From Stockton Road walk along Whitby Road (Medical Centre on left) follow road around to left and then right into Applecroft Road. Community Centre is on the right just past Hempland School.

Map and driving directions are available from Editor if required.

NB. YOU ARE ADVISED TO CHECK THESE ION ADVANCE from the Coastliner website

Date for the Magnet diary

May 21st
June 11th (DCC) & 25th
July 9th (DCC) & 23rd
Aug 6th (DCC) & 20th
Sept 10th (DCC) & 24th
Oct 8th (DCC) & 22nd/23rd Open Weekend
Nov 12th (DCC) & 26th
Dec 10th

June 4th/5th DEMU (Heworth Sidings)
June 11th WWG Convention Bentley (Edison Court)
June 18th/19th Middleton Railway (Watts Crossing)
Sept 10th/11th TINGS (Edison Court)

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Front cover photo: I’m led to believe there are now very few loco hauled passenger trains in the UK, so was lucky to get this - 68005 heading the Fife Circular—Edinburgh Haymarket 1700hrs February 26th 2016 (David Milburn)

Meeting Notes  David Milburn
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EDITORIAL

Welcome to the May issue of MagNnet—thanks to Mark & Peter for their contributions, I've now got nothing left, so please get writing!! In a separate attachment I've included part of the latest NE group Shunter newsletter, as it is about us!!

NEWS

- JUST A REMINDER THE NEXT MEETING IS THIS COMING SATURDAY (21st) - brought forward a week because of Bank Holiday
- Also it is the Bridlington BARMATES exhibition on Bank Holiday Saturday (28th) - always a good little show and only 2 minutes walk from the station (so combine it with a day at the seaside!) http://www.ukmodelshops.co.uk/events/12100-Bridlington%28Area%29RailwayModellersandTrainEnthusiastsSociety_Exhibition
- Dates for the rest of the year:
  
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Notes of Meeting—Saturday April 30th


To begin with, I want to thank all those club members who have been so helpful and welcoming to this neophyte N-gauge railway modeller! There is no way I would be nearly so far along with my first DCC attempt without the bi-weekly club meetings where I asked my questions and received many valuable answers, tips and encouragement.

When I retired from teaching in June 2014, I actually didn’t know that I wanted to take up railway modeling again. I think the trigger was the Monkbar Model Shop that I remember passing on my way to English classes in Gray’s Court while at St. John’s College in the early 70’s. Once I started doing volunteer work at the renamed York St. John University, I started passing it again after work, and now I started going in! It was during one of those visits while chatting with one of the staff there that I received information about the Ebor and Yorkshire N Gauge groups. And the idea grew from there.

Three major influences from long ago were the Triang HO set my brother and I had when young, (see picture,) the Cheshire Line from Manchester to Chester that passed through Hale where I lived, and my Uncle Doug, a professional photographer, who not only had an O-gauge set running around his large garden (see picture,) but co-authored several local history books that always had sections on the local railway with his photos in them. He encouraged Steve and me with our model, and later in life I read his books with much pleasure from my home in New Hampshire.

Forward to 2015! To begin with, I wasn’t sure what scale to model, nor whether to use DC or DCC. A couple of meetings in Heworth and making a couple of Metcalfe models, one in OO scale and one in N gauge told me my eyesight and fine motor skills were up to the smaller gauge. And I trusted that my technology skills would be equal to learning the digital platform. Assuming that space would be limited at home in the garage, really the only place with any potential, N-gauge just made sense. There followed a period I should probably call the dark ages, since it seemed impossible to make a start - the more I read, saw and heard revealed how much I didn't know. I can tell you that helping set up the club layouts on Saturdays initially was an exercise in intimidation! I should have known better, but there’s no way I should have looked at all that accomplished modeling and doubted I could ever do that! I think I also probably raised many doubts in my family about whether I would ever get the railway idea off the ground, and the hardest question was, “So, how’s the model railway going?” In short, it wasn’t! I should also have remembered that ideas and plans take time to germinate; plants don’t immediately spring out of the ground as soon as they’re planted.
I'll spare you the excruciating details of the progress so far, but in summary I now have a baseboard that I'm amazed I made (and it's still standing,) a layout plan on which to cut my teeth, track that's 100% pinned and 95% powered, many new tools, a steam loco (class A3 Colorado) and a couple of carriages. My friend in the USA treated me to a brake van (caboose in his parlance) that I look forward to incorporating with goods trains soon. I've learned to choose my battles carefully! For example I'm using rail joiners for now until my soldering skills succeed in joining anything to anything. At the suggestion of a couple of club members I'm using JMRI’s Decoder Pro software with a Sprog3 controller until I know enough about the more costly and fully-featured alternatives, and am in a position to tell which will best suit my modelling. Two cheers that Decoder Pro is not only compatible with Mac, but has an iPhone app enabling handheld control!

It may be of interest to read what my major learnings have been so far, despite the fact that everyone reading this is so far beyond these formative fumblings! In any case, I feel a bullet list coming on…

- You can learn as much from what doesn’t work as you can from what does; failure is an opportunity not an outcome. (Not new learning but re-learned in this new context.
- Layout design is a lot harder than I thought it would be! I’m counting 11 major drafts, plus a lot more minor tweakings.
- RailModeler Express (free version) has been good to help me develop layout ideas, but weak on detail when it comes to implementation. I expect the Pro version is better.
- Just because it’s pinned doesn’t mean it can’t be changed! (Duh)
- “I had no idea it would be so complicated!” - I keep getting told this by patient friends and family. Nobody who hasn’t modeled has a clue what it takes to make a model railway work.
- Going to shows is tremendously enjoyable
- Most valuable tools: 60p circuit tester, a quality rail cutter, angled needle-nosed plier, LED lamp/magnifying lens.
- Monkbar Model Shop is brilliant - staff are so helpful and great to chat with. Very seldom do they not have what I need.
- Small-radius curves are to be avoided (Sandy told me so, but of course I had to find out the hard way too!) Tracksetta tools have been very handy.
- Powering each section of rail Vs using rail joiners - jury’s still out for me! Insulated rail joiners was a major breakthrough (thanks again, Sandy!)

Finishing as I started - thanks to all members for the friendly support and encouragement they have provided. Although I can usually stay only for a few hours, my brain is so full of new information by lunch, I just have to get home and try things before I forget!

PM
Heworth Sidings - Bradford 2016 Show Report

Following on from our outing to TINGS in 2015, Heworth was invited to attend the Bradford Model Railway Exhibition in 2016 to represent our group.

Friday

Setting up was a little interesting as we had decided to transport the layout using cars and found out too late that we couldn’t get all the modules there. Note to self, even if it’s local, we still need a van. When we got to the venue, it was the usual scrum affair with everybody wanting to get their layouts in and set up, but with a fair wind we managed to get all of the layout up and connected apart from 3 modules (the ones that attach to the one that was still in my garage). Once we’d done a quick test that the electrics were working and run a loco round, it was time to call it a day.

Saturday

We arrived pretty early as we knew we still had some setting up to be done. Having brought the remaining module the layout was quickly up and we made some final minor adjustments so that it was nice and level. While a couple of us attacked the layout with track rubbers, the Vinyl Curtain was put in place and we were ready to go. We had the Fiddle Yard loaded up and trains running about 10mins before the show opened.

The show was very well attended and there were always plenty of people in front of the layout. We fielded lots of questions about the layout and how we operated it with the computers, which we were more than willing to answer. In fact we were so busy either operating the layout or talking about it that the day absolutely flew by.

Sunday

The day started off pretty much the same as Saturday with regards to attendance, again a steady flow of people who were stopping to watch us operate and ask questions. We’d decided that we were going to try out the Dapol Magnetic couplings today, so we changed them over on the locos and stock we were using to perform movements in the Sidings.

I was really pleased to see them working and for me they were more reliable than I could have hoped for. All attempts to uncouple the wagons from the locos were working perfectly and I think that operating this way for future shows is pretty much a given. I’ve always turned a blind eye to the ‘hand of God’ when it uncouples wagons or coaches, but I have to acknowledge that uncoupling automatically makes everything that little bit more realistic, which is after all what we’re aiming for.

At the end of the day, we managed to keep trains circling until the doors closed and then we set about breaking down the layout and packing it away. While we cleared the stock from the Fiddle Yard, the electrics and Vinyl Curtain were disconnected. We then took down the End Boards followed by the Scenic Boards and finally the Fiddle Yard. This all seemed to go very smoothly and in fact we had the layout in the cars and ready to go inside 1.5hrs which was amazing.

Conclusion

I really enjoyed the show, the other traders / exhibitors were fantastic and along with the public gave the show a winning atmosphere that I would gladly like to experience again. Everybody who helped out with Heworth did a fantastic job and as a result we came away with seven more show invites.

It just leaves me to say a final thank you to everybody who helped out with Heworth over the weekend.

For those of you who would like to see a little bit of the layout in action, here is some video taken from the Sunday when it was a little quieter - https://youtu.be/tWK5bKEX-Tc

MH
View of ‘Pipeline’ at the DCC meeting on May 14th in ‘Freemo’ mode

Bit more of a write-up in the next issue!