MagNnet

Newsletter of the Yorkshire Area Group of the N Gauge Society

August 2016

For All N Gauge Enthusiasts—Whatever their modelling interest.
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
EDITORIAL
Welcome to the August issue of MagNnet—obviously my heartfelt plea for articles worked! So thanks to Steven, Alf & Russell for their contributions!

NEWS

Notes of Meeting—Saturday July 23rd

Next meeting on August 20th
The N Gauge Society announced two new models at the recent AGM, one kit, one Ready-to-Run:

The NGS's next kit - number 55 - will depict the Warflat wagons built for the Ministry of Defence in two batches in 1976 and 1981 at BR Shildon works to carry armoured vehicles and supplies between depots, training grounds and military ports. The wagons have straight steel solebars and wooden decks, with heavy duty jacks that clamp to the rails and allow vehicles to be loaded at one end and driven along the train. All are painted army green.

When introduced they were dual braked and coded PFB, however all were later configured with air-brakes only and recoded KFA. A later air-brake only batch was built in 1981. The first livery was green with white lettering. The current livery is green, with yellow jacks and lettering, though this does not appear to have been applied to all the wagons yet. They are still in service.

The kit will comprise an injection moulded plastic body tooled by Parkside Dundas, a cast metal underframe for weight, one-piece plastic bogies with NEM couplers and etched detail parts. Decals for all eras will be included.

To complement the war flat kit, the NGS is teaming up with PG Models to produce a small range of military vehicles to complement its upcoming post-1976 Warflat, and existing Warwell and WW2 Warflat kits. The vehicles will be cast in lightweight resin, rather than the usual pewter, so if they are used as loads they do not make the wagons top-heavy, and have been selected to represent the 1950s to the present day.

The vehicles are:

- Humber FV-1611 "Pig" armoured car (1956-1994)
- BAE/Hagglunds BV-206 amphibious troop carrier (mid 1970s-today)
- GKN Sankey AT-105 Saxon armoured personnel carrier (1983-2009)
- Alvis FV-107 Scimitar light tank (Built 1971, model of Life Extension Programme version - 2000-today.)

Prices to be announced.

The new ready to run model will be the Carflat A. Hundreds of carflats were produced from redundant coach chassis (pre-BR and BR Mk1 suburbs) from the 1950s until the late 1970s, and many remained in service until almost the end of the last century. These wagons were associated in particular with BR's iconic Motorail service, which was launched in 1966 at the forefront of the then ground-breaking "corporate image". They offered holidaymakers travelling to the South West, Wales, the North and Scotland the opportunity to take their car on holiday (York had a service to Inverness!). There use died out in the 1980s due to vandalism of the cars (stones dropped from bridges) and where the motorail services survived, were replaced with Mk1 GUVvans.

Two of our models will be in BR Blue with Motorail branding, and can be combined with maroon or blue-grey Mk1 or Mk2 coaches and Class 47 or 52 "Western" locomotives, among others. Typically carflats ran in trains of Mk1 first class compartment coaches, with one compartment per car carried on the train. This meant that there were roughly twice as many car flats as Mk1 FKs. A Mk1 BFK would normal complete the train. Other formations include sleeping cars and GUV vans.

In the winter months, when Motorail services did not run, the wagons were often used in block trains for motor manufacturers, and in later years, as the Motorail services contracted, some were fitted with air-brakes and repainted into BR Bauxite for dedicated use on new car delivery trains.

In 1979 25 coach chassis were converted for wagon leasing company Raillease for car transport. The variation selected by the NGS is one of 40 converted from former Br Mk1 coaches at Swindon in 1964, and will be available in six versions:
1). Original Freight Brown

2). Unbranded BR Blu

3). BR Blue Motorail

4). BR Blue Motorail with B4 bogies

5). BR Bauxite with B4 bogies and air brakes for new car deliveries

6). Railease yellow with air brakes

As indicated, the models will feature various different arrangements of vacuum, dual or air brake gear and either BR1 or B4 bogies according to prototype.

The model is being produced for the NGS by Graham Farish and design work is already underway. The guide price is £28.00 and models can be pre-ordered now for anticipated delivery next year.

All images courtesy of the N Gauge Society.
Latest Project

At the Kegworth Freemo do in April, I picked up a Kato AC4400CW loco, in Union Pacific livery for an absolute bargain price (DCC fitted as well). I've now finally resprayed this into a CEFX lease loco#1007. Paint used in the special I had made up for Chicago Metra blue, and decals are from Highball Graphics set #LN-156 (plus some Microscale striping). It was quite complicated due to Kato's new body designs (splits into about 5 pieces, and you can't separate the handrails like you used to be able to do. So, I'm quite pleased with the results—much better than Union Pacific!!

DM
Some pictures from the Worldwide Group Convention In May
A Great Little Railway
Or- don't be put off by the journey time!!!

In June 2016 I celebrated my 54th Birthday by taking a short holiday in North Wales. This was a place of childhood memories and also an area I had not visited since my daughter was at Junior school (She is now 24). On paper it has all the elements we need for a great trip, dog friendly accommodation (Travelodge), lots of castles, gardens and pubs, set in grand scenery. Add in the clutch of great little trains and highly notable railway architecture and your quid’s in. The last piece of the jigsaw is the weather and I’m pleased to report that for the week we were in Wales it was nothing short of glorious.

The former goods yard (with crane) at Conwy. What a backdrop for a model!!!!

One of the more recent railway attractions of the region, is the Welsh Highland Railway. Re-built with countless volunteer hours, millions in grants and more legal battles and bad blood than you can shake a writ at, the Welsh Highland Railway reached Porthmadog in 2011. Since then, it has established itself as a major player in the local tourist economy and looks set for a bright future.

Journey times were thought, by many to be the projects Achilles heal. Traveling from Carnarvon to Porthmadog takes about two half hours. Now that is a long time to spend rattling along at twenty miles an hour, for most potential passengers. I was certainly of that view, but as my better half said, just enjoy the ride and she was right.

We caught the train from Carnarvon and in testament to the wonderful weather, chose one of the open carriages. The train was quite full, but there was plenty of room and a good atmosphere all round. The staff were very helpful and even allowed people, me included to walk on the track to get the best pictures of their magnificent locomotives. Very good start.
Once underway, we were pleased to discover an at seat service for refreshments. The Bacon butties were excellent and coffee very good, enjoyed as the scenery drifted by. This being Wales, the locomotive began working hard, climbing, almost as soon as it left Carnarvon, huffing and puffing along a series of wonderful reverse curves. And I was entranced from the moment we left. Hanging your head out, getting an eye full of cinder, waving at walkers along the way. The scenic experience culminates where the line follows a deep river cutting. The line clinging to the edge of the cliff, with foaming white waters below. Cracker!!!

Arriving at Porthmadog, we stretched our legs along the key side, enjoyed some ice-cream and once I’d managed to get inside the new signal box (against regulations) and enjoyed examining the new electro mechanical frame, we settled down to enjoy the sun and scenery until it was time for our train home. Plenty of time for a beer and some tasty easts on the station terrace, as locomotives huffed and puffed about the station yard. Lovely jubly!!!

So there you have it. A great day riding the rails of Wales and a trip I would recommend to anyone. Don’t be put off by the journey time, just make a day of it and enjoy the ride and you won’t be disappointed.

RH

The Great Orme Tramway – I ride that next time!!!

As you can see, Guwapo was very interested in this home starter signal !!!