MagNnet

Newsletter of the Yorkshire Area Group of the N Gauge Society

September 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.

Contents
Front cover photo: general view of the layout at Snake Bend August 13th David Milburn

<table>
<thead>
<tr>
<th>Meeting Notes</th>
<th>David Milburn</th>
</tr>
</thead>
<tbody>
<tr>
<td>Photos of freight Bristol Docks</td>
<td>Alf Stather</td>
</tr>
<tr>
<td>Snake Bend Railway Weekend</td>
<td>David Milburn</td>
</tr>
<tr>
<td>Foamatsui – The life and loves of short lived shelf line</td>
<td>Russell Hollowood</td>
</tr>
<tr>
<td>The House that Jack built</td>
<td>Jack</td>
</tr>
<tr>
<td>A Blast from the past</td>
<td>David Milburn</td>
</tr>
<tr>
<td>TINGS 2016</td>
<td>David Milburn</td>
</tr>
</tbody>
</table>

Date for the Magnet diary

Club Meeting Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept 24th</td>
<td></td>
</tr>
<tr>
<td>Oct 8th (DCC) &amp; 22nd/23rd Open Weekend</td>
<td></td>
</tr>
<tr>
<td>Nov 12th (DCC) &amp; 26th</td>
<td></td>
</tr>
<tr>
<td>Dec 10th</td>
<td></td>
</tr>
</tbody>
</table>

Oct 1st/2nd WIGAN (Heworth Sidings)
EDITORIAL
Welcome to the September issue of MagNnet—as is often the case, I completely run out of material; then a whole pile of it comes it all once. A couple of shows to report back on, thanks to Russ and Alf for their contributions; and a meeting with an old friend!

NEWS
- Refurbishment work will be done on Guy's Cutting and Watts Crossing at the September meeting.
- Open Weekend update—layouts confirmed FREEMO (DCC); Guys Cuttings (DC); layouts offered TH (Grace Quay?) JB (Irgendwohn Strassenbahn) and MH (Peacehaven)
- Suggested dates for 2017:
  Jan 14th/28th  Feb 11th/25th  Mar 11th/25th
  Apr 8th/22nd  May 6th/20th**  Jun 10th/24th
  Jul 8th/22nd  Aug 5th/19th **  Sep 9th/23rd
  Oct 14th/28th-29th Nov 11th/25th Dec 9th or 16th
** both dates brought forward a week to allow for Bank Holiday weekends at the end of the month

NB. Could somebody please double-check these to see if they all OK

Notes of Meeting—Saturday August 20th
Next meeting on September 24th
Photos of freight at Bristol Docks
John, Sandy and I travelled down to the depths of the Forest of Dean with 20ft of ‘Freemo’ modules to join up with the Worcester group for one of their annual weekends. Here a large modular (all US outline) is setup with boards from a number of their members as well as us. This year’s layout was smaller than last but still measured 40ft x 13ft with around 5 scale miles of track.

So, we had Friday pm, all day Saturday, and Sunday till 3.30pm just playing trains. The decision to take the laptop and printer to print ‘switch lists (wagon shunting list); went down extremely well and a number of their members ‘had a go’. It’s always interesting to be able to see and talk to other people about their models; and all sorts of other topics of conversation as well. Running trains is always interesting especially having to do passing manoeuvres on single track sections—keeps you on your toes! Some excellent meals were had both at the hall, and a couple of hostleries in the evening!

We’ve been invited to go again next year, so we must have made a good impression!! They also appreciate to have different modules to look at and operate on. As we’ve said before, it’s like exhibitions without the public, so you can just run trains when you want, and have a break when you want. It if were an exhibition, then there are always trains running so plenty to interest a viewer. It will be interesting to see how the Black Diamonds group get on with a similar setup in TINGS.

I had to put this in—a very nice return loop (I still regret the group getting rid of the ‘endloops’!!) It is interesting to note that they have retained the method of using ‘joining tracks’ to connect boards. That is one decision the group made which I have absolutely no regrets about!!
This was one half of a double sided module, with a different scene on the board which fits on the back, so either one can be included, or both together to give continuous running.

This was a double module (8ft long) with a town scene at one end, and a small steel plant at the other.

At one end of their fiddle yard, access was via a 'WYE' with a double track exit towards the right, and single track to the left.

We stayed at an excellent guest house at the village of Parkend in the centre of the Forest of Dean. For anyone interested in industrial history, this is a must visit place. There is a railway (now preserved) built to serve the coal mines, steel foundries etc. which were all over this area in the 19th century.

DM
Foamatsui – The life and loves of short lived shelf line

I have recently acquired some DC Japanese and Taiwanese models, along with some nice DB outline and Swiss DC models. Now, having examined the matter, I had decided chipping was not an option, so what to do? Build a small layout on the shelf above Cedar Falls (my US DCC layout).
The shelf is made of rigid MDF panels, about 1 ½ feet wide and 14 feet long. I had some foam insulation panels left over from building Cedar Falls, so decided to build a branch line using three of these standard insulation panels. The idea was to allow me to berry cables in the foam, carve features into the surface and not have to worry about weight baring issue for the shelf brackets.

I could work on each section at my desk!!

Expense was minimal, as I used left-over track, buildings and scenic stuff and the Kato controller, that powers the points on Cedar Falls, would do the same for Fumatsui - Bargain
The whole layout consisted of five sets of points. Two for the fiddle yard, to for the station goods yard and one for the two platform roads that served the single platform terminus. As the models are, bar one, EMU’s, running around trains was not an issue.
I laid track (Kato of course) directly onto the foam base. Tested the electrics and running quality and then, if all was well, applied a small amount of PVA to fold the track in place. Strictly speaking you don’t need to fix Kato unitrack down, but as I was picking these boards on and off a shelf, almost above head height, I decided to stick it down anyway.

A European Inspired Electric works Foamatsui’s yard.

The scenic segments of the layout were a joy to give those little touches, like plastering miniaturized Japanese adverts on the station area and creating a scenic cut off at the end of the yard. The result was (in my opinion) an atmospheric little display.
Operationally, the layout worked well, within its limited scope. I had three passenger trains, effectively EMU’s that worked by rotation into the small terminus. This clockwork procession was regularly broken up by freight working, which required a free platform face, from which it could propel into the yard. Once in the yard, the loco was detached sent for more freight. It was an amusing little set up and allowed my DC stuff to show its paces. So why did it come to an end? Well after much thought, I decided I did not want separate layouts doted about my garage, but a single layout that could accommodate all my models. So after some agonizing, I took the plunge and Foamatsui and Cedar Falls are no more.

RH
THE HOUSE THAT JACK BUILT:

BY JACK.

We start a series of articles about scratch building buildings for your layout with a poem.

THIS IS THE HOUSE THAT JACK BUILT.
This is the builder, his face quite intent
Bonding the parts to make the house that Jack built.

This is the styrene, brick papers and card.
The builder tried to scale down by the yard and bonded together to make the house Jack built.
This is the craft knife, the blade long and thin,
That produced all the scrap ends that went in the bin.
And cut out the parts
That the builder designed
And bonded together to make the house that Jack built.

This is the rule, 12 incher of steel
To bring down the scale and give the right ‘feel’,
And it guided the knife
That cut out the parts
That the builder designed
And bonded together to make the house that Jack built.

This is the plan to which he refers
And looks at again before he concurs
That he needed the rule
That measured the line
That guided the knife
That cut out the parts
That the builder designed
And bonded together to make the house that Jack built.

This is the cluster of parts from a sprue
That came from a kit from someone I knew
That ‘detail’ the plan
That needed the rule
That measured the line
That guided the knife
That cut out the parts
That the builder designed
And bonded together to make the house that Jack built.

This is the Bostic big globules of glue
That gunged up the cluster of pads from a sprue
And stuck on the drainpipes and bits off the floor
That ‘detail’ the plan

This article is taken from the July 2000 issue of MagNnet (one with a front cover picture in colour—one of the first!) The reason for including it should become clearer on the next page, though I’m still not 100% certain who actually wrote this, or whether it was taken from somewhere else!

DM
A Blast from the Past!

Jim had a recent phone call from Mike Burden, who would be in the Scarborough area, and would like to meet up with us for a chat and a pub lunch. Mike was one of the founder members of the group, who organised us through 2 Warley Shows before finally succumbing to the M62 madness and deciding that York was a bit far for a visit from the other side of the Pennines, especially in winter, so we haven’t seen him since 2006. Mike was (and still is) an excellent modeller who specialised in atmospheric industrial steamy modules (2 views from the York Racecourse craft fair from April 2003 (for those who remember that show, I can’t find any pictures of the ‘hot-tub’ which was next door to us-perhaps the camera lens steamed up!)

Apart from reminiscing and a very pleasant lunch, Mike brought in a couple of bits that he had ‘knocked up’ whilst on holiday. He’s started doing small dioramas in boxes, and there was one in an old 4” x 3” OXO tin.

There is a story to this…...a cattle truck arrives and unloads the cattle into the pens on the right hand side,. The cattle then go into the factory, are ‘processed’, and then emerge on the left hand side in boxes, packing cases etc. as …..OXO cubes! Moving on; the other model Mike produced was that of a typical 1960s primary school, with gym on the left, offices/entrance hall at the front, boiler room, kitchen and canteen on the right; and 6 classrooms at the rear. Built almost entirely from different types of plasticard, and hand painted and weathered, it is an excellent model of a common ‘town’ suburban scene.

Mike used a bow-pen for the ‘widow frames/bars; but another tip (originally from Lawrie Greenwood) is simply to lightly scribe the clear plasticard, and this will give a similar effect.

Good to see Mike again, and he sends his regards to all, and hopes to possibly come over at the Open Weekend.

DM
This was the sixth time the group has had a layout at TINGS, this time it was ‘Edison Court’, DM’s Chicago Interurban layout. Apart from some ‘difficulties’ with our allotted accommodation we had a good weekend. The layout and stock performed very well; and we had a constant stream of interested visitors, several of whom were very knowledgeable about the Chicago area. Sunday was a lot quieter than Saturday which was a real scrum at times, though overall I think numbers were down. Being ‘exhibitors’ it meant that we could have first pick at the ‘Anoraks Anonymous’ second-hand stall where we all managed to pick up some real ‘bargains’

There was a real mix of layouts from the really impressive to the not so good (I’m being generous here!). I’ve included some pictures below of some of the layouts that caught my eye. There were many more, but I only had about 10 minutes to take them before the show opened on the Sunday!

Meacham (BR transition era)

Vale of Oxbury (1960s WR)

South Walton (Australian)

Langston Bridge (scale model of bridge to Hayling Island)
There was a modular layout from France divided into 2 sections by this—a circular spiral layout with a cave with a dragon in it!! (Certainly different, and very reminiscent of a John Temprell module, though in this case the train didn’t disappear and was never seen again!)

We were separated from the next layout by this model of an airfield, complete with helicopters with operating rotor blades. The layout itself was 4-track all Kato Unitrack with Kato buildings, and British stock whizzing round at a scale 150mph)

This was apparent on a number of layouts (not ours), there was no wonder that one of the reasons why some people didn’t like the Black Diamonds layout was that the trains were too slow (or actually running at a correct scale speed!)

**Edison Court** (show-off!)