MagNnet

Newsletter of the
Yorkshire Area Group
of the N Gauge Society

October 2016

For All N Gauge Enthusiasts—Whatever their modelling interest.
Meeting Notes
Norfolk Southern Caboose
NG Society Wagon
Chicago CTA 1-50 cars
Suggested Open Weekend Plan 2016

David Milburn
David Milburn
Steven Bateman
David Milburn
David Milburn

Date for the Magnet diary

Club Meeting Dates

Oct 22nd/23rd Open Weekend
Nov 12th (DCC) & 26th
Dec 10th

Oct 1st/2nd WIGAN (Heworth Sidings)

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.

NB. YOU ARE ADVISED TO CHECK THESE ION ADVANCE from the Coastliner website.
EDITORIAL
Welcome to the October issue of MagNnet—and this meeting of course, forms part of the Open Weekend. A proposed plan of this has been sent separately. It will be a tight squeeze to fit all in, so we’d be grateful if you can make sure the layouts are as close to the wall as possible. The FREEMO setup has had to be reduced in size to allow all to fit, and we don’t want to reduce it any further!! Whether you only come for one day or both we’d be grateful if you could arrive early on Saturday to help set it all up, and also that members make the effort to stay until the end on Sunday to help clear up and put it all away. (Also MH has resolved his ‘clash’ and will be bringing Peacehaven)

NEWS

- In addition to helping to save the planet, it has been suggested that we do not send Christmas cards to each other this year. This seemed to have a favourable response when mentioned at the last meeting, but if there are any differing points of view, please let us know.

- Following on from the item mentioned by Mark (see minutes below) regarding limited edition locos, there is a website http://www.projectrailwayhonour.com with the background behind the project. There is also a thread on the N Gauge forum which gives more details
  
  http://www.ngaugeforum.co.uk/SMFN/index.php?topic=34579.0

  and on RMWeb - http://www.rmweb.co.uk/community/index.php?/topic/114930-project-railway-honour

- From Alf: at the National Railway Museum, Monday 12th December 300 years of Railway History with a tour of the library and archives to see artworks, photos and much more. NRM expert guide and light refreshments included £18.00 per person!

Notes of Meeting—Saturday September 24th

Next meeting on October 22nd/23rd Open Weekend
**Norfolk Southern Caboose**

Having successfully run computer generated switch (shunting) lists with our FREEMO setup using MRL loco/caboose combination, I decided I could use some of my Norfolk Southern (NS) locos instead, but I didn't have a caboose. Looking through all the various companies listings, it seems that none are presently available either as new or via eBay. Doing research of the ‘real thing’, then I discovered that NS had recently refurbished/repainted some caboose(s) [or is it caboosee?], and not only that but Shellscale had the decals for them. (Shellscale are a small US company who produce decals in a variety of scales for Norfolk Southern stock). There seems to be two types that have been refurbished – some normal cupola, and some bay window. The standard cupola could be done by using the Atlas car, and so I ordered an undecorated version from Atlas; and the bay window version is produced by Athearn. An undecorated version of this was not available so I ordered an Erie/Lackawanna car (in the same shade of red) and hoped to be able to re-spray it. When it arrived, I found that this would not really be possible as the parts are very delicate, and would be liable to break if I tried.

I decided to put red patches from a Microscale 60-638 Santa Fe container sheet over the existing logos, and then add the NS ones on top:

![Image 1](image1.jpg) ![Image 2](image2.jpg)

Even though the patches are a slightly different shade of red, I think the overall effect is passable. The standard cupola caboose was primed with Tamiya surface primer, and then sprayed with Tamiya TS-49 bright red, and the decals added.

Again I’m happy with the way it turned out. So, 2 down, I need a couple more (and the decal sheet will do 4); and then I get the September email from Atlas outlining their latest releases, and guess what…….yes NS cabooses to be delivered in the first quarter of 2017- it always happens! So, a couple ordered!

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**2017 will see the N Gauge Society celebrate its 50th Anniversary. Along with plans for a large event at the Great Central Railway the Society will be releasing a new wagon project - yet to be announced.**

In addition to this all new wagon, the Committee are asking each of the Area Groups to propose a livery that is meaningful to them. It may be a local coal merchant, or a livery required for a layout the group is building. The only limitations are that the wagon will be produced by Dapol, not a wagon livery already in production and should not be a fictional livery unless the Group wants to buy all those produced.

A minimum of 100 wagons will be ordered - the Area Group will have first call on as many as they need and any remaining wagons will be sold to the wider Society membership through the shop. There will be no cost to the Group. Individual members will pay for the number of wagons they want.

As the wagon will be made by Dapol and will be a re-livery of an existing model it should be one of the following: 5 plank open, 21t hopper, 21t mineral, gun powder van or bulk grain hopper. I can ask about the possibility of using the Ferry van, steel hood, Dog fish, Grampus or Siphon.

Price for each wagon should be less than £10 each.

So, time to put your thinking caps on; Is there a wagon that would represent the Yorkshire Area Group? Perhaps something linked to the Rowntree or Terrys? I won't be at the October Open Weekend but I'll be asking for suggestions and interest at the November meeting. Alternatively, email me with your suggestions (bateman_steven@yahoo.co.uk)
Chicago CTA 1-50 cars

When the Chicago North Shore & Milwaukee Railway closed in January 1963, the full length of the line was abandoned. The Chicago CTA (who ran the elevated commuter services) took over the first 5.1 miles of the North Shore in the Skokie Valley, and with federal grants re-opened the line on April 20th 1964 with a shuttle service between Howard Street and Dempster Skokie–re-branded as the ‘Skokie Swift’. Four experimental high-speed 1-50 cars numbered 1-4 were allocated, though initially they thought only 2 would be needed. However, by 1967 daily patronage was around 7500; compared to the 1500 who had used the line when it was part of the North Shore. Since then, it has continued to grow with an extra station being introduced at Oakton, and is now designated the ‘Yellow Line’. It is still a shuttle service to Howard where passengers need to change to the Red or Purple lines to get to the centre of Chicago, but is now covered by 2-car 2600 series cars using third rail for power.

When the 1-50 cars were introduced they had to run off the old North Shore catenary system so they were equipped with ‘pan’ trolley poles.

A designer called Damin Keenan has produced these cars as 3D printed models and they can be ordered through his Shapeways shop. http://www.shapeways.com/search?q=daminkeenan&type=. I found the 1-50 car to be a pretty good model, as it cleaned up well with only slight graining on the ends of the car (which proved almost impossible to remove!)

Having cleaned it, I primed it with Tamiya surface primer, then used Halfords ‘Ford Ivory’ for the lower body, and Tamiya TS60 Pearl Green for the upper, with the roof being left with the grey primer. Decals were done by ‘teditor’, my contact in Australia; and again I’m pleased with the way the cars have turned out. John Pagdin kindly made up the ‘pan trolley’ poles by soldering up 0.035” piano wire.

The units are powered using Tomytec TM-20 chassis units and the bogie frames which represent 3rd rail pickup shoes came with the body. I now run these cars as ‘what-ifs’ on Edison Court my North Shore exhibition layout (and nobody seems to mind!!)

For more detail on all aspects of the Chicago CTA, including the history and details/photos of the 1-50 cars see: http://www.chicago-l.org/
OPEN WEEKEND 2016 (C)

Initial revised plan based on what everyone would like/has been asked to bring. I have moved all layouts which require operating from the rear to the edges, with FREEMO in the centre. Without removing any whole layout, the only way extra space can be created has been to reduce the size of the FREEMO setup; so DM is bringing ‘Ronan’ instead of ‘Pipeline’ and that long leg is be 13ft + 7ft + 7ft so 27ft (instead of 39ft)

Critical distances: 58” between Heworth & FREEMO; 36” between end wall & FREEMO; 48” between hatch & FREEMO and 65” between corners of Guys & JB

I have no idea whether the small committee room could be used for either of the days, realistically it would need to be available for both full days to be of any use. To help, I suggest also keeping the kitchen hatch doors shut

ALL Layouts apart from FREEMO face inwards towards centre of the room