



MagNnet

Newsletter of the Yorkshire Area Group of the N Gauge Society



October 2025

For all N Gauge Enthusiasts – Whatever their modelling interest.

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Ken Jones (W.Midlands N Gauge)

Club Meeting Dates

Dates for the MagNnet diary

2025

Oct 25th

Nov 8th & 22nd

Dec 13th

2026

Jan 10 & 24

Mar 14 & 28

May 09 & 30

Jul 11 & 25

Sep 12 & 26

Nov 14 & 28

Feb 14 & 28

Apr 11 & 25

Jun 13 & 27

Aug 08 & 22

Oct 10 & 24

Dec 12

Meeting Venue

Meetings are held (normally) on the second and fourth Saturday of every month but this can vary so please check dates. All monthly meetings will be held at Heworth Without Community Centre, Stray Road, Burnholme, York YO31 0HG (off A1079 within York Ring Road).

The centre is situated behind residential housing with access between No32 Applecroft Rd, and Tang Hall Beck.

GPS Co-ordinates :Lat : N 53 degrees, 58. 105: W 01 degrees 02. 774

Website: <https://yagngs.wixsite.com/yorkshire-area-group>

EDITORIAL:

Welcome to the next issue! Thanks to our three contributors, it is much appreciated. Writing this at just after 6pm it is already getting dark and it is not my favourite time of year—I'm definitely a 'spring' person! Also, when half-term has finished many of the sort of places we like to visit (National Trust etc.) tend to close up for the winter, so fewer destinations are available for 'days out'. Shorter days also means more modelling time so if you are starting projects or have something on the go, please think about sharing some words (and pictures) with the rest of us. I've recently been going through my 'to-do' box and completed a couple of freight vehicles which I'll document next month, and hopefully will give them a run next Saturday.

NEWS:

This section usually has little or no content in terms of new/planned models etc. If anyone can add something that they are aware of please let me know. I don't know how John B manages it for the 'Globe'

MEETING NOTES:

Members present : 15

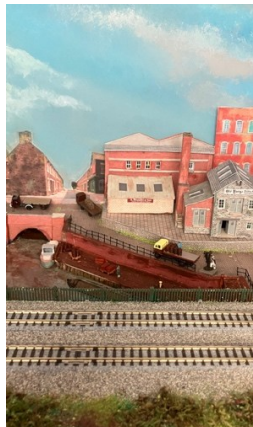
Next meeting November 22nd

A new take on the “converter” module

When I first started with T-TRAK, I had two ideas and one module, so I had the idea of building one diorama under the other. I removed the scenic area of a single module beyond the track section, which remained fixed, and added a lower floor made of artist's canvas board. (Pack of 3 from The Works, currently £4). They require a little trimming but are sturdy, and easily paintable. Thus, the module could be converted from the High Street



To the canal wharf:



The wharf scene is fixed, but the module has since seen several different top scenes: for instance, the Manchester skyline and a London market scene, based on a BBC continuity video. Metcalfe models feature quite a lot.



I thought that this was the solution to never needing to buy another module. Both my Swiss and French modules, however, are designed to work with a corner module that completes the scene when used with my layout, but when we used the French modules as part of the Group layout in Bridlington, we weren't able to do that. It struck me therefore that I needed to use the converter module to provide an optional end to each set of modules. There is now, therefore, a bottling plant end-piece, and a Swiss mountain end-piece, both of which use the converter module as a base.



It is likely, however, that both of these may need to be used at once, and that would mean a second converter module – hence this “new take.”

Lessons learned from the first module started with the sky board mounting. Replacing the retaining nuts with threaded inserts (of the type used in the height adjusters) means that there can be a lower-level module and the sky board can still be removed (and therefore changed). There will be no power connection to this module.



The second modification is not to commit to a fixed lower level. The same canvas board base has been installed, along with a strip of foamboard to hide the nuts and bolts. This means that there is the possibility of creating alternative lower-level modules.



There is one immediate project for this module, to build a model of a farm in Corrèze (France) where my father-in-law was brought up. I have several photographs of the buildings to work from, and a backscene photograph taken in Corrèze last May. Printed off A4 size, it doesn't quite fit the board, so it has been necessary to touch up about 1cm on each edge with paint.



Before this model is completed, however, the module can be used with an existing mountain landscape as below:



National Railway Museum reopens Station Hall

The Station Hall section of the National Railway Museum (NRM) re-opened on 26th September as part of a weekend marking the 200th anniversary of Britain's railways, and the NRM's 50th year. The hall houses some of the former Royal Train carriages, and a very nice cafe, among other exhibits about the goods carried and how facilities for passengers have developed over the centuries. Inside not much seems to have changed, in terms of exhibits, but the whole roof has been replaced and there is a new entrance at the yard end which is more open. This is accessed via a rather winding path around the car park and miniature railway (which was in full swing) and is presumably temporary until the new Central Hall is built across the former Leeman road, now permanently severed. As such, you can't get straight from one half to the other without going outside.

On my visit on 27th September, there were still plenty of special activities going on. It was fascinating to watch one of the restoration team adding gold leaf to the signage of a former WH Smiths news stand — itself an early form of flat-pack, pre-dating IKEA — and to chat with the lady responsible for moving all the locomotives around.



Think of a very large “Inglenook” puzzle, in which all the pieces weigh 100 tons and are priceless, with several short tracks just to complicate things. I also managed to get in to the Pullman restaurant and get a photo of the table setting that will be useful for a future project. The only downside I could see was the new “anti-climb” boards fixed very solidly between the exhibits (see Class 87 001) which spoil the pictures a bit.

Outside the railway yard area behind Station Hall is still rather empty, with the former shed-tent removed. Beyond that, the new York Central development remains a wilderness, other than the tree-lined boulevard leading round to the back of the museum. There's a new road round the site that will eventually go over the East Coast Mainline on new bridge that will join up with Water End next to the existing railway bridge (a subject for a future article).

As ever, there's been a reshuffle in the Main Hall, with the workaday austerity design Q1 Coffee Pot taking the spotlight on the turntable, while the much more famous Mallard was surrounded by balloons. The NRM is always worth a visit and it's good to see Station Hall back in use. Book your tickets now.





Wrexham Trip Oct 2025 – Ken Jones West Midlands N Gauge Club

Birmingham NS	6.22 -7.21	Shrewsbury	<u>158</u> 840
Shrewsbury	7.26 - 8.01	Wrexham General	197 104 Note 1
Wrexham General	8.20 - 8.26	Wrexham Central	230 007
Wrexham Central	8.28 - 9.32	Bidston	230 007
Bidston	9.36 - 10.39	Wrexham General	230 007

Platform 4 at Wrexham General – the former Wrexham Exchange station

Bidston



Wrexham General 11.01- 12.17 Llandudno Junction 2 x 197 0 units including 197 047

Llandudno Junction 13.26 - 14.29 Blaenau Ffestiniog 197 008

Blaenau Ffestiniog 14.39 - 15.42 Llandudno Junction 197 008

Llandudno Junction 15.52 - 16.37 Shotton 197 122 Note 2

Shotton 16.46 - 17.19 Wrexham General

Wrexham General 17.52 - 19.32 Birmingham NS

Chester 17.36 – 19.32 Birmingham NS 2 x 158 units

Note 1

At Shrewsbury the train from Birmingham arrived on the main platform by the bays which meant a walk under the subway to catch the train to Wrexham. As you descend the stairs you are greeted with ticket gates and people asking to see your tickets and passes. This delayed me as I had put my tickets away, then you have to exit the station, and re-enter on another staircase to get your train. If my friend hadn't rushed on to say I was on my way to the guard I would have missed the connection.

Note 2

Train to Shotton running 4 mins late, and TfW recommend you allow 10 mins at Shotton to change trains. So, decision made to go onto Chester for Birmingham train

For our October day out by trains we chose to do the Borderlands railway https://en.wikipedia.org/wiki/Borderlands_line with class 230 units, and the Conwy Valley line https://en.wikipedia.org/wiki/Conwy_Valley_line

The tings for our trains are as above and with advanced booking and senior railcards we were able to do this for £34 each

Class 230 units have had a hit / miss time since their introduction. Those on the Marston Vale branch have been sold to Great Western Railway and are now in store. 3 units are needed to run the service and the day after we went there were severe delays and cancellations on the line due to a failed unit. The units are serviced and maintained at Birkenhead. TfW has 5 of these units

The Conwy Valley line and includes the longest single track railway tunnel in the United Kingdom (over 2.2 miles or 3.5 kilometres). The line's summit 790 feet (240 m) above sea level is located midway through the tunnel

As part of our day, we bought a ticket from Wrexham General to Wrexham Central at Wrexham General. The stations are so close to each other that such tickets are normally not issued as passengers arrive at the station most convenient to them. In fact the ticket office said that was the first time they issued such a ticket. Another reason for buying this ticket was because TfW were carrying out extensive ticketing checks throughout the day and we saw someone taken off the train at Wellington as he no ticket and no way to pay for it.

More about Wrexham General at https://en.wikipedia.org/wiki/Wrexham_General_railway_station which has a link to Wrexham Central information. There was time to do the Llandudno Junction to Llandudno service but as we had both done that we thought we would wait at the busier Llandudno Junction station

Pictures – all by Ken Jones

197 047 at Llandudno Junction having arrived from Wrexham



197 109 [3 car unit] and 197 008 [2 car unit] at Llandudno Junction. The latter would be our train to Blaenau Ffestiniog and back

DSC 4545 – 197 008 at Blaenau Ffestiniog

The Conwy Valley Museum at Betws-y-Coed is just about still going but much of it like buffet carriages



and miniature tram are not in use, although the miniature railway is.

107 122 will be our train to Chester



At Chester you can now see AWC 805 units on service to Holyhead



158 830 arrives with one other 158 unit for the journey to B'ham New Street

