



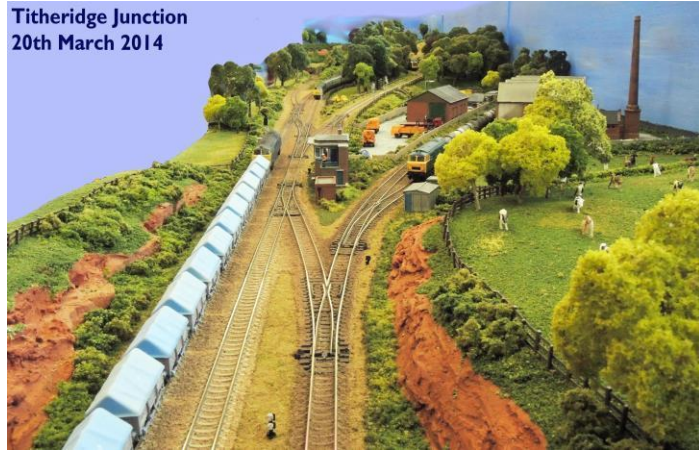
Titheridge Junction N (2mm:1ft)



May 2014

A quality layout from Bradford Model Railway Club,

Background After completing a new 12 road fiddle yard for existing N layout “Dewsbury Midland” (not to be confused with Manchester clubs later 00 one) there was talk of using it for a new fairly modern era N gauge club layout. Coincidentally well-known N gauge modern image modeller Pauline McKenna had recently joined the club and this provided the motivation to make a start. To add some interest a flying junction with a simple siding was conceived. The name is in memory of Pauline’s late husband, DB Schenker driver Steve Titheridge. The era is usually early diesel with a western theme although we are very flexible as to what runs on our layouts.



Titheridge Junction
20th March 2014

Scenery and Track This is polystyrene blocks covered with lightweight polyfiller painted a dark brown and given a number of coatings of Woodlands scenic flock. The numerous trees are from the Model Tree Shop. Track is Peco concrete code 55 with timber points. Poor ballasting can destroy an otherwise good model and Titheridge uses Woodlands Scenic “extra fine buff” laid in the time honoured way of carefully spreading and fixing using a fine dropper of diluted PVA with a dash of washing up liquid

Electrics Control is conventional analogue with hand held controllers. The layout is split into sections and each section can be connected to either controller (Cab Control).

C bus controlled points The club N and 00 fiddle yards both successfully use a system based on a commercial system called C-bus as used on up market cars, buses and trains, but with modules from the Model Rail Electronics group (MERG). The system is similar to DCC in that it uses a 2 wire bus, but unlike DCC only one pair of wires are required and bus is bi-directional. Seep point motors are connected in fours to local modules which incorporate a capacitor discharge unit (CDU). The panel point operating switches are connected to input module All modules are interconnected with just 2 wires saving much wiring. Complex route setting is also possible.

Stock Most stock is from the main proprietary manufactures; some modified and weathered to suit. Pauline and Steve had acquired a quantity of stock for their next layout which was going to be Western Region Hydraulics from the 1970-1977 era which allows all the hydraulics to be in a variety of colours and run with a mix of maroon and blue/grey coaching stock. Locomotives include Western, Hymek, Class 22, Class 121 and 122 DMU's from Dapol with Warships, Class 14, 20, 24, 25, 31, 37, 47, and DMU's 101 and 108 from. All Pauline’s stock is detailed/ lightly weathered and usually forms the bulk of what’s running.



Conclusion. We have enjoyed building Titheridge Junction and hope it will be a lasting memory to Steve. Should you see us out and about please come and say hello



Titheridge Junction 14ft (4200mm) by 8ft (2400mm) deep inc 12 road fiddle yard

Hire this layout for your show. Requires expenses for a Transit type van, 1 car plus fuel, insurance, lunch and vast quantities of tea for 4 operators and are approximately £250-£350, depending on distance. Additionally for distances of over approx. 60 miles or 1hr travelling Bed and Breakfast accommodation with English breakfast will be required. Insurance value £8000 including stock.

Size 14ft (4.2m) by 8ft (2.4m) with central well. Power required is 2 sockets consumption 600W (mainly lighting)

Contact Chris Towers Bradford MRC 07949 181677 (email towers.chris@hotmail.com)

www.bradfordmrc.org.uk

New Members always welcome open Mon/Thurs 8.00pm on

Clubrooms at Sedbergh Centre 1st Floor, Huddersfield Road BRADFORD BD6 1DJ