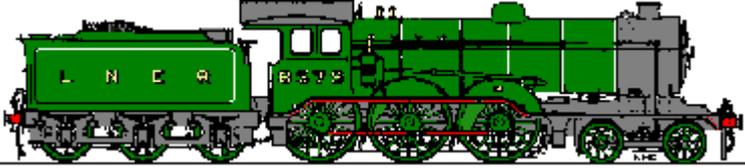


<p>Colchester & District</p>		<p>Model Railway Club</p>
<p>Hills Country</p>		<p>10 / 2014</p>

Description

The overall concept behind the layout was to have a generous scenic depth, which has meant that the railway was part of the scene. The current version of the layout uses 6 of the original boards and 2 further boards. 7 boards are 1500*900mm and the right most board is 1500*1000mm. The total length of the layout is just less than 24.6 ft. or 7.5m. The layout has a scenic depth of 1350mm (4'6").

The layout is not based on any particular location, and for ease of orientation the town is placed on the North side of the river which flows from the west to the east. Hill's Junction is set in the foothills of the Rockies somewhere in Colorado in the diesel era. The town grew up round the railway and the junction was used for changing train crews when they are operating on Out and Back Duties. The main operating companies are those that make up the BNSF. However locomotives from the SP, UP and KCS are also seen..

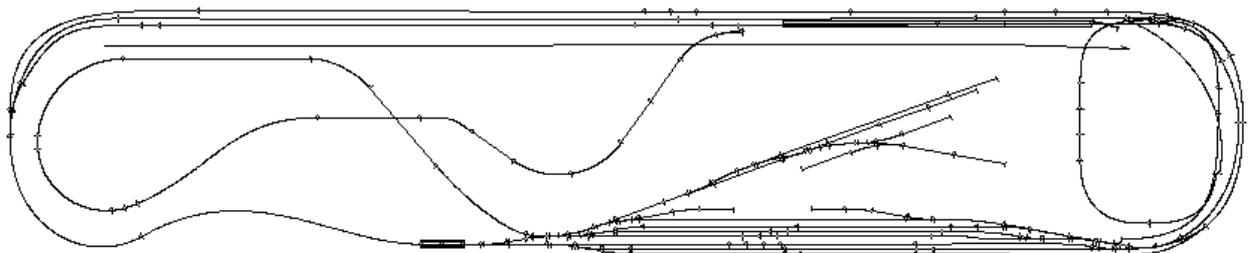
The town nestles between the river and two ridges. It is located at the junction of two single track "main" lines, the high and low lines, coming from the west. As the high line going to the north climbs at approximately 1:30, the trains need all the help they can get. The low line runs along the river valley and has fewer operating restrictions. At the east end the twin track mainline disappears at river level whilst the single track "hi-line" goes into a helix to climb approximately 200mm. The hi-line reappears and loops round the layout going over the viaduct before disappearing down the back and reappearing under the same bridge. The Californian Zephyr makes an impressive journey round the hi-line.

A significant amount of industry developed on the back of the railways. Although the dieselisation of the 50s has caused a decline in the railway workshops and its associated industries, the town is going through a period of redevelopment. The industry could still be supplied by rail.

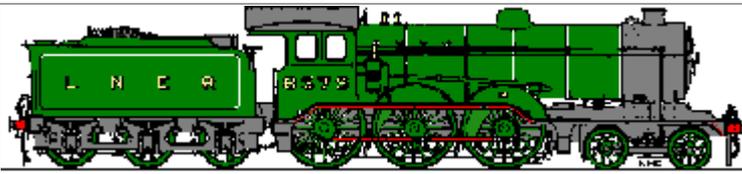
Behind the back scene there is a passing loop on the "Hi-line" and a 3 road stacking yard (20+ ft long) with each road capable of holding 2 trains of around 9ft in length. The yard area in the town has 5 roads and an additional two road for through running. Each road is able to hold at least 15 box cars with the longest able to hold trains with 30 cars. The line through the depot is able to hold the Kato Californian Zephyr set with an 3 F3 (ABA) units and 11 coaches. The yard at the front is used as the holding yard and so a wide variety of rolling stock can be seen.

Originally the layout was wired for conventional cab control with six controllers. It has now been updated to Lenz DCC Normal operation means that 3 - 4 trains are in motion at any one time.

Track plan (to scale)



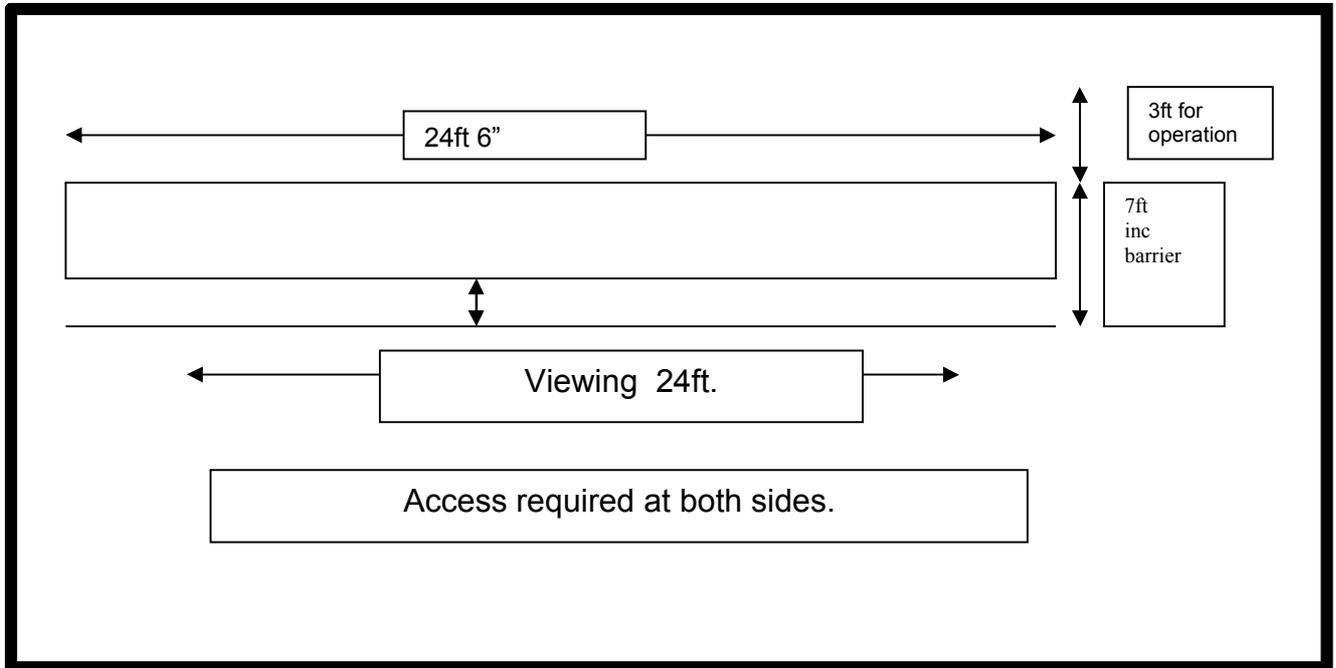
Colchester &
District



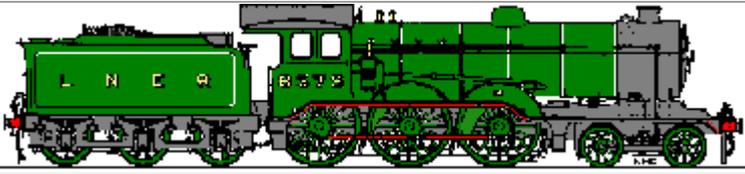
Model
Railway Club

Hills Country

10 / 2014



View from the "West End"

Colchester & District		Model Railway Club
Hills Country		10 / 2014

	N gauge	
Area modelled :	Colorado	
Period modelled:	1960 - 1970. or 1980-1990 The time of year is around early autumn.	
Layout size	8 Boards (7*900mm wide + 1*1.05m)	Total depth including operating space but not barriers of 2.5 m
Insurance value	£8000 including stock	
Number of operators	Minimum of 3 (1 day show) – 4 -6 for a 2 day show.	
Power supply	1 * 13 amp socket : maximum power requirement 3 amps	
Tables	1	
Chairs	2 -4 if 6 operators	
Height Clearance.	Due to the height of the scenery and the width of the baseboards, Hills Country requires a minimum entrance width of 1.2m.(4 ft)	

Operational requirements & costs

The layout is designed to be viewed along the front side only .

Access to the operating area is required from the back of the layout.

Charges will be based on the cost of the hire of a LWB Luton van + 1 car for any additional operators.

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Further photos etc can be found at

http://www.colchestermrc.org/layout/hills_country/text.htm