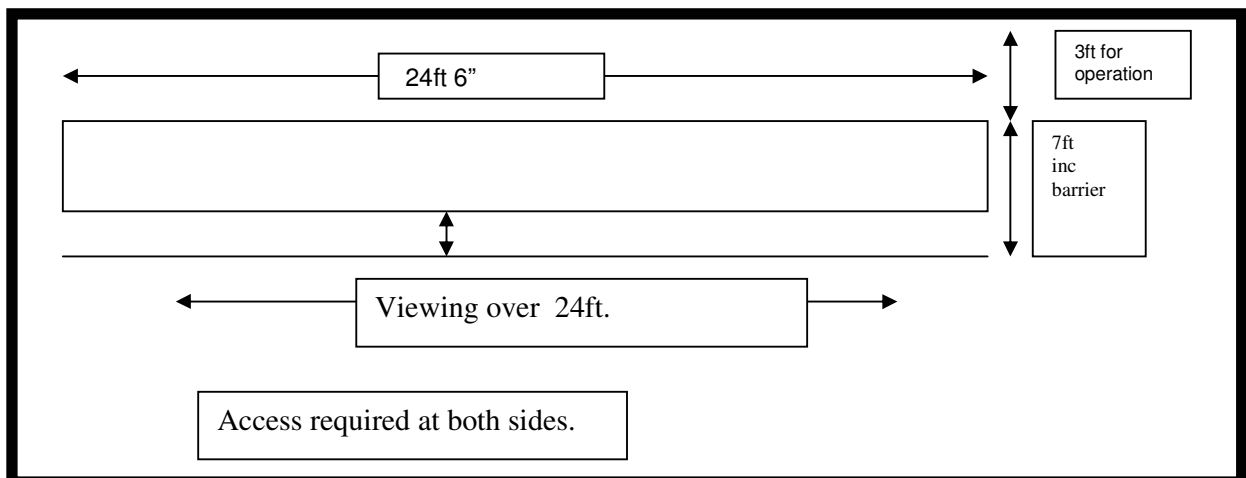
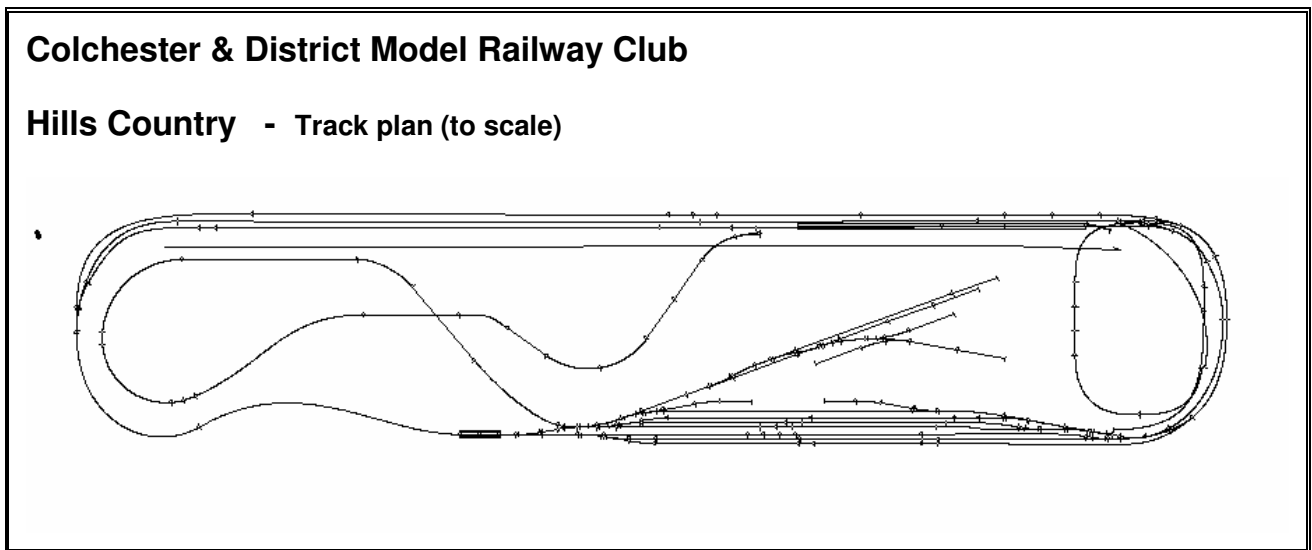


	Colchester & District Model Railway Club Hills Country Summary details
Scale :	N gauge 1:160 , 9 mm code 55 track.
Area modelled :	Colorado
Period modelled:	1960 - 1970. The time of year is around early autumn.
Layout dimensions	7.5m * 1.55m (~24.51ft * 5t) - (need 4ft wide access).
Insurance value	£6000 including stock
Number of operators	Minimum of 3 (1 day show) - 4-5 for a 2 day show.
Power supply	1 * 13 amp socket : maximum power requirement 3 amps
Tables	None (if there is space 1 table).
Chairs	2



Colchester & District Model Railway Club

Hills Country Programme notes

The overall concept behind the layout was to have a reasonable scenic depth. To simplify the operation of the layout the helix has been moved from behind the layout to the right hand end which has removed a reversing loop. The revised 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 nominal time period of either the late 60s or 80/90s.. 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 made up the Burlington Northern. However locomotives from the SP, UP and the Sante Fe 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. .

A significant amount of industry 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 is still supplied by rail.

Behind the back scene there is a passing loop on the "Hi-line" and a full length (21ft) 3 road stacking yard. 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 (2 F units and 11 coaches). The Zephyr is occasionally seen on the high line.

The layout has been converted to DCC control using Lenz. The point control uses old fashioned probe & Studs activated analogue point control, using 1 CDU. When running under analogue control, each board was isolated from its neighbour. Under DCC, circuit breakers have been installed on the throats to avoid accidentally shutting the layout down and to keep the layout running.

Operational requirements & costs

Access to the operating area is required from the back of the layout and along both sides giving an overall requirement of (29 ft * 8ft)

Currently charges are based on the costs for of the hire of a Luton Transit van + 1 car for the additional operators.

Last updated :March 2010