

Reevy Road West (4mm:1ft)

A quality layout from Bradford Model Railway Club

The layout was acquired by the club in 2015 in a very basic form and comprising only the front section, no fiddle yard and very basic scenery. A new fiddle yard has had to be constructed to permit continuous running. The layout is normally run in the BR blue diesel era 1976-85.



Scenery and Track. This is polystyrene blocks covered with lightweight Polyfilla painted a dark brown and given several coatings of Woodlands scenic flock. The numerous trees are from the Model Tree Shop. The scenic section track is Peco code 75 with code 100 for the fiddle yard. The original ballast was too big and badly applied, has been very painstakingly removed and relaid using Woodlands Scenic fine grey laid in the time-honoured way of carefully spreading and fixing using a fine paint brush of diluted PVA with a dash of washing up liquid, then lightly weathered. The opportunity to move the point work from under the bridge to a more accessible position was done at the same time.

Buildings and Backscene. Buildings in the town are laser cut wood painted and detailed. The industrial buildings have been scratch built using the time-honoured method of cardboard and plasticard. The backscene is a painted-on sky colour which is enhanced using a printed townscape montage cut from various Townscene sheets.

Electrics and Control. After many years of the traditional analogue control this is the club's first venture into DCC layout. This has entailed a complete re-cabling of the layout with a DCC bus divided into 4 districts for added reliability. The system chosen uses NCE power pro 5-amp controllers with 5-amp booster. NCE was selected as many members were already familiar with NEC power cabs which are compatible with the Pro system. Peco point motors are controlled using dcc concepts ltd hardware. Complex route setting of multiple points is possible by incorporating macros in the NCE controllers. Signals are mainly from Absolute aspects Ltd with one from CR signals Ltd. The signals are automated using IR sensors between the rails from Block Signalling Ltd and are reset using a simple timer. Street lamps illuminate the town.



Rolling stock used. Where possible prototypical to the period trains are run. All the locomotives and stock are from Bachmann, Hornby and Dapol, the majority are DCC sound fitted with detailed buffer beams and lightly weathered often with extra detail. Tail lamps and pipes may also be seen on the last wagons/coaches of all the trains.

Conclusion. Reeve Road has not been without difficulties, with what should have been a quick project turned into 3 years, longer than expected, and has been a huge learning curve for all concerned but I think you will agree it has been worth the effort.

The layout stands at 5ft, which is a good eye-level height for viewing with a 2ft high backscene and the ends covered so the operators cannot be seen and the fiddle sidings are not visible, all makes for a good display.

