

# Titheridge Junction (N Gauge/2mm)

A quality layout from Bradford Model Railway Club

**Background:** After completing a new 14 road fiddle yard for an existing N layout "Dewsbury Midland" there was talk of using it for a new modern image 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 BR Blue 1975 -1982, the final years of the Western's, although we are very flexible as to what runs on our layouts.



**Scenery and Track:** This is polystyrene blocks covered with lightweight polyfiller painted a dark brown and green and given several 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 layout, so Titheridge Junction uses Woodlands Scenic "extra fine buff" 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. The only building on the layout is a Creamery (Kestrel Kit) which is served by a daily milk train, the Farm buildings etc are from Bachmann/Farish. A disused Railway Goods shed (Kestrel Kit) has been converted into road use.

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



**Rolling Stock used:** All the stock used is from the main manufactures Bachmann/Farish and Dapol, some modified, and all weathered with detailed buffer beams. (There is nothing so unsightly as a large coupling stuck out the front)The locomotives include plenty of the latest Dapol Western's along with Class, 20, 24, 25, 31, 33, 37, 40, Peaks, 47, 50, and DMU's 101, 108, 121, and HST's 252 and a 253. All the coaching stock is close coupled using a mix of standard and short couplings so when the trains are running across the viewing area, there is no gap between the coaches. The freight stock has also been modified with shorter couplings to bring them closer together. All stock has had the last coupling removed and taillights and pipes fitted.

**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' contact/information details

Contact: Pauline McKenna - Bradford Model Railway Club  
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 You can Contact Bradford Model Railway Club via their website:  
<https://.bradfordmrc.godaddysites.com/> and download this information if required

Overall Layout Size	14ft x 8ft
Overall Operating Space required	16ft x 10ft minimum access required
Number of Operators	3 or 4
Power Sockets Required	1
Lighting	Yes – 900 watts (9 x 10-watt tubes) (4 Amps)
Self-Supporting	Yes
Table	1 for stock, but not necessary
Expenses	Van Hire + Fuel only (Will travel 1 hour without overnight) £200.00 - £300.00
Insurance Value	£20,000

