

**Model Railroads of Southern California &
The Central Coast Railroad Festival
Public Layout Tour No. 53 October 12 - 15, 2017 (Thur. - Sun.)**

<http://ccrrf.com/>

<https://groups.io/g/ModelRailroadsOfSoCalif>

OWNER	RAILROAD NAME	SCALE	CITY
Mark Edwards	Unnamed	G	Santa Margarita
George Gibson	DK & Pacific Mountain Railway	HO & HOn3	San Luis Obispo
Mark Goodman	Garden Railroad	G	Santa Maria
Anthony Harris	Unnamed	N	San Luis Obispo
Mark & Lori Hays	MNL Railroad	G	Arroyo Grande
Lompoc Valley Model RR & Historical Society	Valley Coast Lines	HO	Lompoc
Andrew Merriam	SP Coast Line	HO	San Luis Obispo
Oceano Depot Assn.	Museum Display Layouts	HO	Oceano
Orange County 'N' Gineers	Modular Layout	N	San Luis Obispo
Jeff Parker Central Valley Model Works	Northern Pacific	HO	Oceano
Silicon Valley Free-moN	Modular Layout	N	San Luis Obispo
Skip Purper	Pacific Coast Railway	On30	Sisquoc
San Luis Obispo Model RR Assn.	Portable Club Layouts	HO, N	Oceano
San Luis Obispo Railroad Museum	Pacific Coast Railway	HO, HOn3	San Luis Obispo
Santa Maria Valley Railway Historical Museum	Display Layouts	HO, N & Lionel	Santa Maria
Michael Sassard	Unnamed	G	Paso Robles
Walter Wajda	Garden Railroad	G	Santa Maria

LAYOUT DESCRIPTIONS-

Richard Abraham - This 150 foot x 63 foot garden railroad is elevated two feet off ground level with double track stainless steel rail. Western scenes predominate, including a sizeable Little Big Horn battle featuring Custer, his men and their Indian foes. Many, many Western building support this theme.

There is a waterfall, large thirty-six inch turntable, six stall roundhouse and a ten-foot long version of the New York's famous Hell's Gate Bridge over running water. Richard has thirty-one different G scale locomotives, some battery operated and the remainder track powered.

All of this can be enjoyed in three seating areas covered by arbors.

Doc Burnstein's Ice Cream Lab – With two locations these are the best (and only) venues on the tour to enjoy ice cream while watching trains, with hand-crafted ice creams made on-site. The G-scale train travels the perimeter of the shop on a continuous loop, passing through two rooms and outside the dining area. The layout includes bridges, suspended track, and mountain scenery. Running since 1981, the Village Railroad includes an engine that replicates a train that traveled through Arroyo Grande in 1883-1896. Website: <http://docburnsteins.com/>

Central Coast Trains – This well-stocked family owned model train store has three finished in-store display layouts in HO, N, O plus a G scale overhead layout. Website: <http://www.centralcoasttrains.com/>

Store HO Layout: <http://www.centralcoasttrains.com/tour-shop.html>

Video Tour: <https://www.youtube.com/watch?v=5NMpzG7ixBo>

Geoff Clinton – This is an elevated garden railroad with 100-plus feet of mainline, ten to twelve-foot radius curves, and a yard/ steam-up area. There will be live steam locos both running and on display. Geoff runs both narrow gauge and standard gauge live steam and is currently in the process of building a large expansion to the railroad. You can view video of the Railway at the following Link:

<http://www.youtube.com/watch?v=H1U5EhMPoN8&feature=share&list=UUmqXEwSwzZIVGkH2scKfHfQ>

Paul Deis - Southern Pacific Santa Margarita Subdivision is an HO scale 400 sq. foot double-deck, point to point layout. It represents the Southern Pacific Coast Line from San Luis Obispo to San Miguel in 1949. The layout is designed for operations and features hand-laid track, NCE DCC and sound equipped locomotives. Both ends of the layout have off-layout staging areas. The D&P Mountain Railroad is Paul's freelanced Fn3 (1:20.3 scale) garden railroad. This is a U-shaped design operates around three-and-a-half sides of Paul's house. The mainline is planned for 600 feet. The first phase of construction is complete with a 350 foot mainline and 150 feet of sidings and industry spurs. The maximum grade is four percent with ten-foot minimum diameter curves. The entire railroad is raised off the ground.

The D&P Mountain Railroad is based on Colorado mountain railroading with mining and lumber operations in the 1940s era. This is narrow gauge steam railroading in a heavily forested layout. Over 120 dwarf Alberta Spruce trees have been planted so far along with other dwarf vegetation. The emphasis is on shortline operations with the provision for continuous running. Six 2-person

crews will eventually handle operations. The current layout supports two 2-person crews. Locomotives are battery powered with radio control, QSI sound decoders and Airwire throttles.

Mark Edwards - Mark & Michelle Edwards' garden railway is a work in progress. The Inspiration for this is the “Happiest Place On Earth.” Not the one you may visit today, but the one you knew growing up – or might have known, if plans had developed as intended. Highlights in progress include a typical American Main Street flanked by Liberty Street and Edison Square, a journey around Cascade Peak through Nature’s Wonderland and Rainbow Caverns, and a showcase of future transportation alternatives, including the People Mover and Monorail systems. The entire site is encircled by passenger and freight steam trains on a “grand circle tour” climbing through Horse Shoe Curve over the Cuesta Grade, clinging along Carrizo Gorge, precariously traversing Goat Canyon trestle, passing in the shadows of Dos Cabezas rocks, and descending over the falls feeding the Rivers of America before returning to the Main Street Station.

As with most projects of this scope, this will never truly be finished, but the perimeter loop and Main Street Trolley are now complete and operating. Placeholders exist so that visitors may visualize future additions.

The area set aside for the railroad is 2,300 square feet featuring a 365 foot mainline consisting of a 275 foot perimeter loop and a ninety foot return loop. To this will be added a fifty-eight foot Main Street Trolley and 115 foot Mine Train Through Nature’s Wonderland.

George Gibson – The DK & Pacific Mountain Railway is based on a freelance railroad trying to make a go of it at the height of the depression. The railroad works lumber operations from a Pacific coastal town and hard rock mining operations in steep mountainous terrain. Money is tight and the age and appearance of the rolling stock shows it. Trains are powered by steam and there are no diesels operating on this layout.

The layout is both HO and HOn3, and includes a simple loop of HOn30. The HO mainline runs through the wharf area of the coastal town, the service camp of a logging operation, and through the Westerly classification yard of the railroad. The HOn3 mainline serves numerous mines and milling sites, and is located on the upper shelf of the two-shelf layout. This upper shelf is also the location of the HOn30 loop for a small tram that will serve the mines.

Also included in the den layout room is a high loop, display shelf for running On30 cars and locomotives from the owner’s collection. This display shelf also includes a loop of N-Scale track for running the owner’s “favorite trains” . . . the Southern Pacific Daylight and the Santa Fe's Super Chief. An additional layout room (16' x 14') has just been completed and the mainline tracks from both the HO and HOn3 shelves have been realigned through the common wall. New bench work has been constructed and the tracks have been installed. Now completed, the mainline of both the standard and narrow gauge lines have more than doubled the size of the initial layout. Another high display shelf is included and is currently operating. Two classification yards are included in the new room and will serve as the Easterly terminus for both standard and narrow gauge operations.

While the existing den layout has the ability to run both DC and DCC controlled locomotives, the new room is configured for only DCC power. The layout uses NCE DCC power cabs for locomotive control (including sound), scenes have added sound modules, all structures have lighted interiors, and under shelf lighting is unique.

Scenery is slowly being added to the layout, with most underlying land forms in place. Several bridges, trestles, and other types of crossings are in place and have been detailed. Several tunnel portals are finished and include interior details. The layout is a never ending work in progress.

Mark Goodman - This very large freelance garden railroad features a doubled mainline with about 450 feet of track on each line, one tunnel, a six-track yard, several trestles and a challenging three percent grade at one end. Trains are battery powered. There are a number of structures at various locations along the line and a large variety of flowers, miniature trees and desert plants. Most areas of this railroad are easily accessible for visitors to see up close.

Anthony Harris – Anthony’s N scale layout is four feet by seven feet with about seventy-five feet of track. He is modeling the rolling hills of Central California and running modern equipment.

The track plan is a continuous loop in a fairly complex design, typically with one train in operation at a time. There is a lot of hidden track, a grade for the cross-over, tunnels, retaining wall, lake with boats and two bridges.

The layout is fully scened with abundant vegetation. This layout efficiently packs a lot of running into a small space.

Here is a video link: <https://www.youtube.com/watch?v=wzk0gwRojPE>

Mark & Lori Hays - This garden railroad measures 80 feet x 60 feet with 600 feet of track plus sidings on a twenty degree hillside slope. It features three swale-spanning bridges, a covered trestle with three tracks and a seventy-foot long storage track, a 13 foot x 20 foot lake fed by a double waterfall, a mountain/canyon section, and a large industrial area.

Lompoc Valley Model Railroad and Historical Society – This HO scale club is completing a new 1,500-foot track layout which features scenery of what Lompoc looked like more than fifty years ago. The Lompoc Valley Railroad is a fictitious railroad that interfaces with many of the major road such as the Pennsylvania, Santa Fe, SP, UP, etc.

All track is hand laid. The layout has several levels of tracks and a total of seven tunnels. The trains are initially made up on a staging level, proceed out and enter a large double track helix that connects the entire four-level layout and enables trains to climb to the desired level. Trains can be switched to emerge on a work bench for repair or proceed out onto the layout. A unique feature of the helix is that it is designed to open like a clam shell for interior access.

One of the first sections the train encounters is a six foot by twelve foot peninsula that represents the Lompoc Valley. It was designed to replicate Lompoc as it would have looked in about 1960. This date was chosen so that members could operate the older steam engines as well as the newer diesel locomotives that entered service in the era, without looking incongruent.

Flower fields can be seen along the tracks as the train proceeds out to the old Surf Depot. As the train is switched onto the main line at Surf it can proceed north or south. After crossing the Surf Bridge, the train makes its way up the coast to the industrial sites in Oakland.

As a train proceeds north it will enter a sixteen foot by seven foot switching yard. The yard is planned with a round house and locomotive repair facility and a large number of switching sidings. A four foot by six foot harbor is planned that will include a wharf, harbor side businesses and a tug boat pushing a barge. Details such as pelicans, sea gulls, and sea lions can be seen around the harbor.

Operational control features both DC and DCC.

Andrew Merriam – This model railroad is based upon the Southern Pacific’s Coast Line in the early 1950s when both steam and black widow diesel plied the rails. The area modeled covers Santa Margarita to Guadalupe including the Cuesta Grade horseshoe curve and the Stenner Creek Trestle. One branch line includes the Santa Maria Valley to the Betteravia sugar beet refinery. A second branch includes the award-winning double track 1912 Bascule Bridge to the port of San Pedro. The mainline totals about

340 feet with super elevated curves and handlaid track where visible. Digitrax DCC is used to control sound equipped locomotives. Scenery is about eighty-five percent complete. Operations include yard switching, several peddler freights, four through freights and six through passenger trains. Scenic highlights include the Stenner Creek Trestle (74 inches long) and Horseshoe Curve, Serrano to Cuesta Summit, San Luis Obispo Freight House and passenger Depot, Oceano and Guadalupe and the six foot long bascule bridge module to the Port of Los Angeles at San Pedro.

Oceano Depot Association – The Oceano Depot Association’s mission is to restore, preserve, and operate the former Southern Pacific Oceano Depot and other structures that have historical significance for historical, scientific, educational and recreational purposes for the benefit of the residents of and visitors to the Community of Oceano. The Association’s numerous public displays include small HO and N scale layouts, a Southern Pacific boxcar, a Union Pacific caboose, produce crate labels, railroad paperwork, photos, tools and equipment. The Depot also houses a collection of World War II photos and memorabilia and local history items. Website: www.oceanodepot.org

Orange County 'N' Gineers – This N scale club was started in 1974, a year after N-TRAK was formed. As with N-TRAK, the club promotes model railroading by modeling complete scenes on N scale modules. The clubs sets-up and assembles modular layout sections to form large operating layouts at public shows, mainly in Southern California. In 1995 the club had grown to the point were it could not provide running time for all the members at the shows and the nature of what different members wanted the club to operate had changed, Thus was born the N-Trak Express club. Now both clubs can be seen at many of the local train shows. The original club has continued to grow and change as new members and modules are added to the group. Website: <http://www.ocngineers.com/>

Jeff Parker/Central Valley Model Works – This layout was built by the late Jack Parker, owner of Central Valley Model Works. It is now operated by his son, Jeff, and Jeff’s wife, Heather. It represents the Northern Pacific in Montana in the era from the early 1940s to the early 1960s. The often photographed scenes depict Logan, Montana. While considerable "artistic license" has been taken with the actual arrangement of Logan, the layout allows the simulation of the actual operation of Northern Pacific trains going to and from St. Paul and Tacoma. The layout room is a generous 17 feet x 50 feet plus an extra eight-foot extension on the east end for return loops. The track is laid on Central Valley CVT tie strips, of course. Jack’s good friend and fellow N.P. model railroader David Coster helped design the layout and also did all of the wiring. The layout features a great roster of detailed brass steam locomotives and these all are tuned and weighted to pull scale length trains. Brief tours of the Central Valley Model Works facility will be given as time permits. Photo website: http://www.cvmw.com/imagecvmw/color_photos/index.htm
Central Valley website: <http://www.cvmw.com/>

Skip Purper – Skip is modeling the Sisquoc Branch of the narrow gauge Pacific Coast Railway in On30. Here is a link to a map of the Pacific Coast Railway showing the Sisquoc Branch: <http://www.ccrf.com/assets/PCRY-map.jpg>
This is a “modular” L-shaped 20-foot x 2-foot layout that resides more or less permanently in his workshop-garage. Skip has scratch-built or kitbashed all of the structures and painted his own backdrops. The layout includes a scratch-built model of the Sisquoc Depot, the gravel pits and a portion of the Palmer oil racks.

The railroad is powered by a simple Prodigy Express DCC unit and motive power is by Bachmann-Spectrum and Broadway Limited. Future plans include equipping the locos with operating front couplers and extending the turnaround 'Y' to facilitate operations.

San Luis Obispo Model Railroad Association – Members are actively engaged in multiple modeling scales, including HO, N, O, On30, and G. Members working in other scales are also represented, and almost every scale may be found at their events & runs. Members have collaborated to build a modular layout in N scale, and they now have an operational HO modular layout as well. Website: www.slomra.org

San Luis Obispo Railroad Museum – Operating on the site of the restored 1894 Southern Pacific Freight Depot, the San Luis Obispo Railroad Museum is preserving the railroad history of California and the Central Coast by collecting, restoring, displaying and operating historic railroad equipment.

The Museum's Central Coast Model Railroad exhibit occupies 1,500 square feet. The goal is to portray the railroad history of the California Central Coast in miniature and operating scale trains in their historic context.

In concept the HO scale railroad represents various aspects of railroad life in San Luis Obispo and northern Santa Barbara counties including the geographical areas, industries served and operations of the various railroads located there. A double deck peninsula layout is utilized with realistic miniature recreations of sixteen historic local railroad scenes along the Central Coast. Major features include the Pacific Coast Railway pier at Avila, the town of San Luis Obispo as a railroad division point incorporating the roundhouse, water tanks the station and adjacent historic buildings, the Stenner Creek Trestle (eight actual feet in length) and famous horseshoe curve. The Surf Depot area and the bridge crossing the Santa Ynez River are complete. Operationally there are full-length Southern Pacific passenger trains including the colorful and renowned streamlined Daylight, the Lark and SP mail trains. Freight trains carry local produce, lumber, beets, oil and general merchandise. A maintenance of way trains also is included. The model mainline will be over five hundred feet long. Trains incorporate sound and radio control operations to present a realistic presentation of railroading along the Central Coast. Track is laid for the San Luis Obispo yard, which is eight tracks wide and thirty feet in length. Many of the historic structures are in place. Where possible all scenes modeled are based upon actual Southern Pacific track plans and 1950s era photographs.

The Pacific Coast Railway HOn3 model railroad includes Avila Beach and the Port Harford Pier areas. The major elements include Harford Pier (nearly 16 feet in length), a four-foot high painted backdrop of the harbor area and the town of Avila Beach in the early 1930s, including the award-winning wood truss bridge over San Luis Obispo Creek as featured on the cover of the September 2012 issue of Railroad Model Craftsman.

Website: <http://www.slorm.com/>

Santa Maria Valley Railway Historical Museum – This non-profit, educational museum is dedicated to the preservation of the railroad heritage of California, the Central Coast, and the Santa Maria Valley. There will be operating Lionel & HO trains set up in a 1930s Sacramento Northern box car at the museum. In addition to the boxcar the Museum's collection includes a late 1800s-early 1900s locomotive used by the Betteravia Union Sugar Company and a 1930s Santa Maria Valley Railroad Caboose No. 180 and a Canadian Track Inspection Speeder.

Michael Sassard - Michael has created a whimsical G scale layout in his garage. The railroad is elevated 78 inches and therefore must be viewed from a standing platform. The finished layout is roughly 20 feet by 20 feet. Michael can operate five G scale trains and one Standard gauge train simultaneously. There is one static display of a Battery Lionel G gauge train (The Hogwarts Express), his only British train.

Michael's philosophy is reflected in unusual scenery which loudly says "Fantasy!", a world of make believe. There are figures from Disney and movies, superheroes, angels, fairies, bears dressed like people, even a "head" from Easter Island, two science fiction robots and an Alien . There are abundant aircraft (because Michael likes planes). There is even St. Frances with his animals.

Scenery is mostly large or oversize items because they are easy to see. He makes abundant use of Christmas lights with varied color and lighting patterns. There are three castles and plenty of royalty and knights. There are unicorns and Pegasus. What isn't displayed on the layout is displayed on the walls of the garage and the walls of the control platform.

There are no turnouts and no switching maneuvers. Once the trains begin running they all run until his thirst has been quenched. Actually, his trains don't run, they dance. It is a concert. He likes to run them to music and at an entertaining pace.

Walter Wajda – This garden railroad consists of three separate loops, two of which have reversing capability and two have one siding each. The three loops are interconnected and have access to a "rail yard" and to two separate storage areas: an indoor patio and an outdoor shed. The layout is DCC powered.