

**Model Railroads of Southern California &
The Central Coast Railroad Festival
Layout Tour No. 58 October 4 - 7, 2018 (Thur. - Sun.)**

<http://ccrrf.com/>

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

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Updated 9/18/18

Owner/ Group	Dates & Times Open*	Railroad Name	Scale	Address	Major Cross Streets
Richard Abraham	Saturday 9:30 - 3:00	Western Pacific	G		
Central Coast Trains	Thur., Fri. & Sat. 10:00 - 5:00	Model Train Store Display Layouts	HO, N, O & G		
Geoff Clinton	Sat. & Sun. 10:00 - 3:00	Garden Railroad	G		
Jim Davis	Saturday 10:00 - 3:00	Crown & Summit Railroad	G		
Doc Burnstein's Ice Cream Lab	Thur. & Sun. 12:00 to 9:00 Fri. & Sat. 12:00 - 10:00	Village Overhead Railroad	G		
Mark Edwards	Saturday 10:00 - 3:00	Cascade Peak & Buena Vista Railway	G		
Mark & Lori Hays	Thur. & Fri. 11:00 - 5:00 Saturday 10:00 - 2:00	MNL Railroad	G		

Ken Kelley	Sunday 10:00 - 4:00	The Great Train Room/ Santa Ynez Valley Redwood Railway	O	
Karl Kvivilang	Not Open To General Public	Western Pacific _____ Unnamed Railroad	HO & HOn3	
Andrew Merriam	Friday 6:00 - 10:00	SP Coast Line	HO	
Ed Morse	Saturday 11:00 - 3:00	Garden Railroad	G	
Ed Muraski	Friday 4:00 - 6:00 , Saturday 10:00 - 12:30 & 1:30 - 5:00 Sunday 12:00 - 4:00	Train Town USA	O & S	
Bill Obermeyer	Fri. & Sat. 4:00 - 8:00	Obermeyer Ranch Railroad	HO	
Oceano Depot Assn.	Fri. Sat. & Sun. 10:00 to 4:00	Museum Display Layouts	HO	
Orange County 'N' Gineers	Friday 1:00 - 4:00 Saturday 9:00 - 5:00 Sunday 10:00 - 3:00	Modular Layout	N	

Jeff Parker Central Valley Model Works	Thursday 12:00 - 6:00 Friday 10:00 - 12:00 & 1:30 - 6:00 Saturday 9:00 - 5:00	Northern Pacific	HO	
Skip Purper	Sunday 10:00 - 3:00	Pacific Coast Railway	On30	
San Luis Obispo Model RR Assn.	Fri. Sat. & Sun. 10:00 - 4:00	Portable Club Layouts	HO, N	
San Luis Obispo Railroad Museum	Fri. Sat. & Sun. 10:00 - 4:00	Pacific Coast Railway	HO, HOn3	
Santa Maria Valley Railway Historical Museum	Sunday 12:00 - 4:00	Display Layouts	HO, N & Lionel	
Michael Sassard	Sunday 10:00 - 5:00	Unnamed	G	
Walter Wajda	Sunday 10:00 - 3:00	Garden Railroad	G	

***Bold Text Indicates PM Hours**

NOTES:

Please observe the hours of operation for the layouts. Do not arrive early. Do not bring pets into homes.

Youth under 18 years of age must be accompanied by an adult.

Persons taking this tour assume all risks and liability for their personal safety. Group Moderator is not responsible for personal loss or injury to those taking this tour.

Information current as of 9-18-18

SPECIFIC DIRECTIONS, PARKING INSTRUCTIONS & OTHER INFORMATION FOR LOCATIONS:

Jim Davis - Driveway extends into the back yard for easy wheelchair access.

Mark Edwards - Enter the marked gate west of the residence. Park in the designated area. The railroad is a short walk up an unpaved trail. Restricted parking and level access on unpaved surfaces is offered at the residence for guests with limited mobility.

Ed Muraski - Located on the grounds of the Centaur Spa.

Bill Obermeyer - This is a working horse ranch. Please do not bring dogs on to the property.

Jeff Parker/Central Valley Model Works – Brief tours of the Central Valley Model Works facility will be given as time permits.

San Luis Obispo Railroad Museum – Admission: Adult, \$5, Child (4-15), \$3, Child (3 and under), free. Outside exhibits and activities are free.

Santa Maria Valley Railway Historical Museum – Operating layouts set up in the box car at the museum just off Miller Street, which is just south of Santa Maria Transit Center. Enter parking lot from service road off Boone Street.

Persons taking this tour assume all risks and liability for their personal safety.

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.

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>

Jim Davis - This garden railroad features two separate loops of track totally approximately 600 feet in an elevated 20 foot x 30 foot tree-shaded setting. The inner loop is narrow gauge with an Old West theme and the outer loop is standard gauge reflecting the 1940s and '50s. Trains operate on both track and battery power.

Doc Burnstein's Ice Cream Lab – This is the best (and only) venue 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/>

Mark Edwards - Mark & Michelle Edwards' garden railway is a work in progress. The inspiration for their garden railway is the "Happiest Place On Earth." Not the one you may visit today, but one you knew growing up – or might have known, if plans had developed as intended. Highlights will include a typical American Main Street flanked by Liberty Street, a journey around Cascade Peak through Nature's Wonderland and Rainbow Caverns, and a showcase of future transportation alternatives, including 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, passing in the shadows of Dos Cabezas rocks, precariously traversing Goat Canyon trestle, and descending over the falls feeding the Rivers of America before returning to the Main Street Station. Locomotives and rolling stock collected from Denver and Rio Grande Western still operate under that historic herald on this tourist destination line.

As most projects of this scope, the Cascade Peak & Buena Vista Railway will never truly be finished, but the Main Street Trolley, perimeter loop, and new Mine Train are now complete and operating. Placeholders exist so visitors may visualize future additions.

This garden railroad covers 2,300 square feet. The total mainline is 365 feet with the Perimeter Loop comprising 275 feet of that.

Mark & Lori Hays - This garden railroad measures 80 feet x 80 feet with 700 feet of track plus sidings on a twenty degree hillside slope. It features three swale-spanning bridges, a covered trestle with three tracks including a seventy-foot long storage track within the "mountainside", a 13 foot x 20 foot lake fed by a waterfall that the train runs behind, a mountain/canyon section, and a large industrial area. Recent additions include painting the lake bed, several town street and park scenarios and dozens of scale figures. An upper track separate from the lower track has been added. It spans a large canyon on a suspension bridge. This track currently runs an analog LGB Amtrak train and approaches the future site of a frozen lake mountain resort.

Ken Kelley - "The Great Train Room" is about 1,500 square feet of Lionel, Ives, American Flyer and period toys. All are Pre-World War II in original condition. In total there are five layouts:

Layout 1: A Baggage Cart of Trains (Pre-War O Gauge, Circa 1918-1932)

Layout 2: Lionel O Gauge Layout (Introduction to realism, Circa 1940)

Layout 3: Standard Gauge Trains (Classic Period, Circa 1932)

Layout 4: Lionel at WAR (Lionel's #203 armored train set, Circa 1917)

Layout 5: Trolley Line in the City (Lionel's #8, Circa 1913)

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

The outdoor layout "Santa Ynez Valley Redwood Railway" nestled in among 110 full grown Redwood trees with three-rail Lionel trains operation TMCC, Legacy, or Conventional modern trains. Most of the operators prefer steam engines over diesels. There is approximately six scale miles of track in an area about 250 feet by 35 feet with three townships (Stockton, Fresno, & Mojave) that have multiply sidings. This railroad also will be open, subject to the availability of operators.

Karl Kvivilang - This HO scale 24 foot x 49 foot layout represents the Western Pacific's Feather River Route. It includes the town of Portola, the famous Keddie Wye and the town of Quincy. Eventually it will include all of the major bridges on this route as more detail is added. The HOn3 layout is based loosely on Colorado. Note that this railroad is only open to members of Model Railroads of Southern California and NMRA members.

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 hand-laid 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.

Ed Morse – In addition to a 300 foot highly-detailed garden railroad Ed has a large collection of full-scale railroad artifacts including lanterns, lamps, oil cans, locks, a wig-wag, a semaphore and a speeder.

Ed Muraski - Ed's 23 foot by 16 foot railroad can handle four O scale and one S scale trains at one time. The O scale, three-rail mainline is sixty-three feet long.

The era is December 1967 and represents areas in Indiana and California. Special scenic features include moving ice skaters and a merry-go-round, plus scale neon sign, scenic backdrops, plus rail siding of train cars parked in a staging area, scale Brooklyn Dodgers Ebbets Field with handmade and painted scale players, an air force/military setting, 185 people, 113 vehicles, 40 structures, 11 train engines, 59 train cars.

Ed's layout is located on the beautiful grounds of the Centaur Spa, a health-oriented Bed and Breakfast facility.

Bill Obermeyer – This layout blends Southern Pacific and Santa Fe operations in the mid-1950s, plus a little before and a little after. Motive power consists of Southern Pacific Black Widow diesels and Cab Forwards and Santa Fe steam and zebra-striped diesels.

The layout is in a separately room that is 24 feet x 17 feet. The layout is a dog bone that drops down to two levels. The top section starts at a High Sierra lumber mill scene with three reverse, staging, passing loops and then goes through bridges to reach Glendale, California. The line then descends down to a dessert section that resembles Monument Valley, Arizona with passing sidings in between. After going through the dessert it emerges onto a bottom level and makes its way to the bottom three reversing loops that feature a wharf scene where lumber can be off-loaded to ocean going ships.

Minimum radius is thirty-two inches and all track is Micro Engineering Code 83. Except for two curved Walters turnouts all the rest are Micro Engineering Number 7s. Layout is DCC with NCE controls. The room's backdrop features twelve long sections from BackDrop Warehouse that, with some difficulty, all match and blend together over a span of sixty feet.

The layout was constructed by Bill with one exception: Fellow local NMRA member Rick Fulkerson was a tremendous help with his vast knowledge of electronics and he made custom control boards for automatic turnout controls on the six reverse loops. Without Rick's help this would have never been done!

Layout is approximately fifty percent done.

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 in N scale. The clubs sets-ups 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 where 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' x 50' plus an extra eight-foot extension on the east end for return loops. The track is, of course, Central Valley CVT. That product was designed and developed for and then used on this layout. 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.ccrrf.com/assets/PCRY-map.jpg>
The layout is a “modular” L-shaped 20-foot x 2-foot 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 Central Coast Model Railroad occupies a 1,500 square foot space in the Museum. 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 model represents various aspects of railroad life in San Luis Obispo and northern Santa Barbara counties including the geographical area, industries served, and train operations of the various railroads located there. A double deck peninsula layout is utilized with realistic miniature recreations of up to 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 and famous horseshoe curve.

Operationally there are full-length Southern Pacific passenger trains including the colorful and renowned streamlined Daylight, the Lark and 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.

Currently 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.

The Southern Pacific Coast Line in HO scale is a two-level layout that will ultimately have a mainline run of over five hundred lineal feet. Two hundred and forty feet of the lower level are now in operation. The Surf Depot area and the bridge crossing the Santa Ynez River are complete. The Stenner Creek Trestle (eight actual feet in length) is built and being installed. 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.

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.

The Museum also sells trains and related equipment.

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.

This is not a typical model railroad. He runs trains to special "train" music through a special super sound system. 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.