

Model Railroads of Southern California & The Central Coast Railroad Festival

<http://ccrrf.com/>

Layout Tour No. 36 October 5 - 7, 2012 (Fri. - Sun.)

http://groups.yahoo.com/group/Model_Railroads_Of_Southern_California/

Owner/ Group	Dates & Times Open	Railroad Name	Scale	Address	Major Cross Streets	Phone
Dennis Cementina	Sat. & Sun. 1:00 to 4:00	Garden Railroad	G	(removed for privacy)	Broad Street & Tank Farm Road	(removed for privacy)
Central Coast Trains	Thur. & Fri. 10:00 am - 6:00 pm Sat. 10:00 am - 5:00 pm	Model Train Store Display Layouts	HO, N, O		El Camino Real & Pueblo Avenue	
Geoff Clinton	Sunday 12:00 to 5:00	Garden Railroad	G		Foster Road & Orcutt Expressway (Route 135)	
Doc Burnstein's Ice Cream Lab	Sun. & Thur. 11:00 am - 9:30 pm Fri. & Sat. 11:00 am - 10:30 pm	Village Overhead Railroad	G		Grand Ave. & U.S. Highway 101	
Paul Deis	Saturday 1:00 to 5:00	D&P Mountain Railroad & Los Osos Valley Railroad	Fn3, HO		Skyview Drive & Union Road	
Mark Goodman	Sunday 10:00 to 2:00	Garden Railroad	G		Bradley Road & Clark Avenue	
Lompoc HO Model Railroad Club	Sunday 11:00 to 4:00	Valley Coast Lines	HO		Laurel Avenue & "H" St. (Highway 1)	

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Oceano Depot Association	Saturday 11:00 to 3:00 Sunday 10:00 to 4:00	Museum Display Layouts	HO	(removed for privacy)	Belridge & Front/Pacific Blvd.	(removed for privacy)
Jeff Parker/Central Valley Model Works	Friday & Saturday 8:00 to 5:00	Northern Pacific	HO		13 th Street & The Pike	
San Luis Obispo Model RR Assn.	Sunday 10:00 am to 4:00 pm	Portable Club Layouts	HO, N & G		Belridge & Front/Pacific Blvd.	
San Luis Obispo Railroad Museum	Saturday 10:00 to 4:00	SLO Free-Mo, Yosemite Short Line, Garden Railroad	HO & On30		Oso Street & Santa Barbara Street	
Santa Maria Valley Railway Historical Museum	Friday 6:00 pm to 8:00 pm Saturday & Sunday 12:00 to 4:00	Display layout	HO		Main and Broadway	
Walter Wajda	Sunday 10:00 to 3:00	Garden Railroad	G		Union Valley Parkway & Bradley Road	

NOTES:

Please observe individual days & hours of operation for the layouts. No smoking at any of the layouts.

Information current as of 9-19-12.

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

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

LAYOUT DESCRIPTIONS-

Dennis Cementina – This is a modest size (15 x 30) garden railroad with a double figure eight track plan. The railroad is twelve years old and features some twenty year old Alberta Spruce moved from Dennis' previous home. All trains are battery powered. Buildings are plastic kits and trestles are scratch built from redwood fence boards.

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

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>

Doc Burnstein's Ice Cream Lab – This is the best site 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 building. 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: www.docburnsteins.com/

Paul Deis – The Los Osos Valley Railroad is Paul's 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, 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 around 3 1/2 sides of 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 10-foot minimum diameter curves. 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 planted so far along with other dwarf vegetation. There is a seventy-foot real stream with waterfalls ending in log pond for saw mill. The emphasis is on short line 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. Staging is planned in a 10 ft. x 10 ft. storage building.

Mark Goodman – This freelance garden railroad features a doubled mainline with about 450 feet of track on each line, one tunnel, a six-track yard, one bridge and a challenging three percent grade at one end. Trains are battery powered. Mark has been building this railroad for about three years.

Lompoc HO Model Railroad Club – The Lompoc HO Model Railroad Club is in the process of completing a new 1,500-foot track layout which features scenery of what Lompoc looked like more than 50 years ago. The Lompoc Valley Railroad is a fictitious railroad that interfaces with many of the major road such as the Pennsy, Santa Fe, SP, UP, etc. All track is hand laid. The layout has numerous 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 spans the entire four-level layout and enables trains to climb to the desired level. They can be switched to emerge on a work bench for repair or proceed out onto the layout.

One of the first sections the train encounters is a 6 foot x 12 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.” The 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 16 foot x 7foot switching yard. The yard is planned with a round house and locomotive repair facility and a large number of switching sidings. A 4- by 6-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.

Oceano Depot Association – The Oceano Depot Association’s (www.oceanodepot.org) 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. On Sunday the San Luis Obispo Model Railroad Association will operated their modular HO layout. Smaller portable layouts in other scales also will be operating.

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/>

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 – This is the site of the restored Southern Pacific Freight Depot. The Museum is preserving the railroad history of California and the Central Coast by collecting, restoring, displaying and operating historic railroad equipment. During the Festival the Museum will display a modular HO layout from the San Luis Obispo Free-Mo group. This will be a large layout (approximately 24' x 60') featuring two rail yards, a wye, engine facility with a turntable and a balloon track. Many of the modules are fully developed with scenery and structures. Trains run on DCC and some of the locomotives have sound systems. Several of the modules depict the Southern Pacific along the California Coast Line. There also will be an On30 layout representing the Yosemite Short Line (http://home.comcast.net/~ronin_engineer/yosemiteshortline.html). This layout models the Sierra foothills in the general area south of the existing Sierra Railway. It features detailed mining and lumber operations in a rural and almost completely sceniced setting. Included is a small railroad yard, lumber mills, lumber camps, a mine and stamp mill, a large trestle and a fruit packing shed and rail loading spur. The layout provides for approximately 50 feet of main line. The layout runs on DCC with memory walk around throttles. Most locomotives are sound equipped adding a greater level of realism to the overall effect of the layout. The layout also has a beautiful hand painted backdrop that surrounds it depicting the California foothills painted by well known California artist Dave Biondi. The Yosemite Short Line has won numerous awards. Visitors also will be able to see some of the bench work for the permanent Museum layout. The Museum will feature informational, educational and historical videos, live music and equipment displays. Speeder rides will be available and interior and exterior tours will be offered.

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. The Museum is building a large model (HO) railroad depicting railroad operations history in the Santa Maria Valley. The Museum has a space in the Santa Maria Town Center Mall, located on the second floor, a few doors north from the main escalators as you head toward Sears. A docent is available for information as you enjoy the various displays. There is a small gift shop in the Museum. Often, modelers are present working on the HO layout of the Santa Maria Valley Railroad. Website: www.smvrhm.org/

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.