

**Model Railroads of Southern California &  
The Central Coast Railroad Festival  
Layout Tour No. 45    October 1 - 4, 2015 (Thur. - Sun.)**

<http://ccrrf.com/>

[http://groups.yahoo.com/group/Model Railroads Of Southern California/](http://groups.yahoo.com/group/Model_Railroads_Of_Southern_California/)

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<b>Owner/ Group</b>	<b>Dates &amp; Times Open</b>	<b>Railroad Name</b>	<b>Scale(s)</b>	<b>Address</b>
Central Coast Trains	Thursday & Friday 10:00 - <b>6:00</b> Saturday 10:00 - <b>5:00</b> Sunday By Appointment	Model Train Store Display Layouts	HO, N, O & G	7600 El Camino Real, Suite 3, Atascadero
Geoff Clinton	Sunday 11:00 - <b>4:00</b>	Garden Railroad	G	Santa Maria
Doc Burnstein's Ice Cream Lab	Thursday through Sunday 12:00 - <b>9:00</b>	Village Overhead Railroad	G	114 W. Branch Street, Arroyo Grande
Doc Burnstein's Ice Cream Lab	Thursday through Sunday <b>1:00 - 9:00</b>	Village Overhead Railroad	G	168 W. Clark Avenue, Orcutt
Paul Deis	Sunday 10:00 - <b>2:00</b>	D&P Mountain Railroad & Los Osos Valley Railroad	Fn3,HO	Paso Robles
George Gibson	Friday <b>2:00 – 6:00</b>	DK & Pacific Mountain Railway	HO & HO <sub>n</sub> 3	This layout is only open to members of Model Railroads of Southern California and their guests.
Mark Goodman	Sunday 10:00 to <b>3:30</b>	Garden Railroad	G	Santa Maria
Anthony Harris	Saturday 10:00 - <b>4:00</b>	Unnamed	N	San Luis Obispo
Thomas Horn	Saturday 11:00 - <b>4:00</b>	Stone Mountain Railroad	On30	Atascadero
Lompoc Valley	Sunday	Valley Coast Lines	HO	428 North "I" Street,

Model RR & Historical Society	10:00 - <b>3:00</b>			Lompoc
Andrew Merriam	Sunday 10:00 - <b>2:00</b>	SP Coast Line	HO	San Luis Obispo
Bill Obermeyer	Friday 10:00 - <b>5:00</b>	Obermeyer Ranch Railroad	HO	Atascadero
Oceano Depot Assn.	Saturday & Sunday 10:00 - <b>4:00</b>	Museum Display Layouts	HO	1650 Front Street (Highway 1), Oceano
Orange County 'N' Gineers	Thursday & Friday <b>6:00 - 9:00</b> Saturday 10:00 - <b>4:00</b> Sunday 12:00 - <b>4:00</b>	Unnamed	N	SLO Public Library Community Room 995 Palm Street, San Luis Obispo,
Jeff Parker/Central Valley Model Works	Friday, Saturday & Sunday 10:00 - <b>3:00</b>	Northern Pacific	HO	1203 Pike Lane, Oceano
Skip Purper	Sunday 10:00 - <b>3:00</b>	Pacific Coast Railway	On30	This layout is only open to members of Model Railroads of Southern California and their guests.
San Luis Obispo Model RR Assn.	Saturday & Sunday 10:00 - <b>4:00</b>	Portable Club Layouts	HO, N	Oceano Depot 1650 Front Street (Highway 1), Oceano
San Luis Obispo Railroad Museum	Friday 10:00 - <b>12:00</b> Saturday & Sunday 10:00 - <b>4:00</b>	Pacific Coast Railway	HO, HOn3	SLO Freight House 1940 Santa Barbara St., San Luis Obispo
Santa Maria Valley Railway Historical Museum	Sunday <b>1:00 - 4:00</b>	Small Display Layouts	HO, N & Lionel	Just South of Santa Maria Transit Center, (400 E. Boone Street) Santa Maria
Walter Wajda	Sunday 10:00 to <b>3:00</b>	Garden Railroad	G	Santa Maria

**Bold Text Indicates PM Hours**

## NOTES:

Please observe individual days & hours of operation for the layouts. No smoking at any of the layouts. Leave pets home.  
**Information current as of 9/30/15. Check this website for updates.**

**George Gibson** – Enter through the garage.

**Tom Horn** – The first few feet of the driveway are a little steep. If anyone assistance Tom will gladly assist.

**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, \$3, Child (4-15), \$2, Child (3 and under), 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-

**Central Coast Trains** – This well-stocked model train store has three finished in-store display layouts in HO, N, O and G 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** – 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: [www.docburnsteins.com/](http://www.docburnsteins.com/)

**Paul Deis** – The Los Osos Valley Railroad 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 3 1/2 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 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.

**George Gibson** – The DK & Pacific Mountain Railway is a new and under construction layout, 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 will serve 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 AT&SF 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.

This layout is only open to members of Model Railroads of Southern California and their guests.

**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 five years.

**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>

**Thomas Horn** – The Stone Mountain Railroad is an On30 free-lanced mining railroad set in the mid 1930s. Designed mainly for scenic modeling opportunities, the railroad traverses an extremely rugged terrain. It features trestles and tunnels, a route only a narrow gauge railroad could conquer. Its purpose is to provide a connection to outside destinations for the rare ores of the mines as well as supplying the isolated town of Stone Mountain with supplies.

Though built in a small ten foot by twelve foot bedroom, the layout was designed to avoid the appearance of too much track in a small space. It allows for continuous running, but operates basically as a point-to-point layout. Control is DCC with sound, using mainly geared locos. Structures are scratch-built and kits. Track is all hand laid. Scenery is ninety percent complete, with mostly detailing to be added.

The layout room will accommodate four to five people at a time.

**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.

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 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.

**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 it 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](http://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 model a 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 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.

In 2001 the club incorporated as a non-profit group.

**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](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>

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.

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**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](http://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. Website: <http://www.smvrhm.com/>

**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.