

2024 PCR/OPSig Meet Layout Tours

Saturday February 3, 2024

Joseph (Giuseppe) Aymar, 700 Mountain View Ave, Santa Rosa, 707 291 0701

Southern California Rails

1000 sqft building dedicated to housing a multilevel rendition of Fresno/Bakersfield/Barstow/Los Angeles including both the Tehachapi Loop and Cajon Pass plus the Port of LA. Long mainline, sidings, plenty of switching, 5 major freight yards, Tank Train operation, LAUPT (Los Angeles Union Passenger Terminal). NCE controls. No scenery at this point as we are finishing installing track which is 90% completed. Fancy switching at LAUPT yard throat. You will see the backbone of layout construction.

Plenty of safe and secure parking inside the property.

Tom Swaengen, 2048 Terrace Way, Santa Rosa, 707 953 3070

Name: The Cal-P, **Scale:** HO, **Size:** 19' x 19', **Prototype:** Southern Pacific, **Locale:** Oakland to Martinez, California, **Era:** 1967, **Style:** Point to point, around the walls, **Mainline Run:** 185 feet of double track, **Minimum Radius:** 26", **Minimum turnout:** #6, **Maximum grade:** 2%, **Benchwork:** Shelf, **Height:** first deck = 38", second deck = 58", **Roadbed:** cork on top of plywood, , **Track:** Code 87 nickel silver, **Scenery:** 50% completed, flats against walls, small section of plaster cloth on cardboard lattice, **Backdrop:** medium density fiberboard, painted with oils and acrylics, **Control:** Digitrax

Ed Merrin, 2115 E foothill Dr, Santa Rosa, 707 542 3620

Northwestern Pacific RR

Layout is a depiction of the NWP running through Sonoma and Mendocino counties about 1958. It is double decked, connected by helix, with staging yards on a third level underneath. It is designed to be operated in a prototypical fashion, with trains and scheduling based on a prototype timetable. Most motive power are SD7s as per the real NWP of the time. Scenery is about half finished, with painted backdrops and blue foam covered with drywall "mud" and Sculptamold. Power is through a Lenz DCC system. A number of the locomotives are sound equipped.

Tom Comyns, 2005 Crinnela Drive, Petaluma, 707 774 5774

The HO train layout is built in a comfortably heated 250 sf detached building in my backyard. We run 3 continuous main lines with a 30-stall roundhouse filled with steam engines as the main center piece. This DCC layout is an ongoing project with lots of scenery. Please share your comments and ideas during your visit. Layout will be open from 6 to 10
Enter yard from side gate behind the boat walk to the back.

Jim Providenza, 16 Drakes Cove, San Rafael, 415 720 2662

Santa Cruz Northern RR

Proto-freelance WP/ATSF subsidiary over the California Coast Range (former South Pacific Coast) in '70-'71. Double deck, walk around, point to point 270' single track mainline, 90% scenicked, in a two car garage. Operations closely adhere to prototype practices with through and local freights, a unit train, passenger operations, yard and interchange. Dispatcher works with two Agent/Operators, a Yardmaster, a Trainmaster and train crews in a fairly disciplined but enjoyable atmosphere, replicating the teamwork inherent in railroading.

Adam Palmer, 12 locust Ave Kentfield, 415 488 3129

Sierra Central:

The Sierra Central Railway is an HO scale proto-freelanced railroad running between Merced, CA and Coos Bay, OR serving lumber and agricultural industries as well as interchanging with the SP at Merced, Stockton, and Coos Bay. The Santa Fe and Western Pacific at Stockton, the California Western at Fort Bragg, and the fictional Modoc Northern at Klamath, CA.

The layout is three levels and models the Sierra Division between Merced and Stockton as well as a Branchline to Lake Alpine where the SCR interchanges with a fictitious extension of the Carson and Colorado narrow gauge. Benchwork is shelf-style, track is almost exclusively Peco code 83 HO and code 70 HOn3. Operations are car cards and waybills, dispatching is via track warrants and control is NCE DCC.

San Juan Central V2:

The SJC2 is a joint effort between myself and Miles of Interurban Era. The goal of this layout was to take Malcolm Furlow's classic design and update it to 21st century standards, as well as iron out the issues that were present on the original.

The layout is HOn3 and is 5x9', sitting on a ping pong table, and consists of four modules. The two middle modules directly conform to the HOn3 FREMO standards set by the Near-Sighted Narrow Gaugers. These consist of a lumber mill scene as well as Montrose/Callan Yards. The two end modules are their own independent design and serve as the major scenic highlights of the layout, with one being a logging camp scene with the 3ft mainline and mine branch surrounding a small HOn30 logging operation. The other is a mine module with a stamp mill and small company town situated in a dramatic river canyon. The mainline passes over the mine branch on a sweeping steel trestle. There is also a removable foam section connecting the mine branch and also serves as a fiddle track for operations. The layout runs on an NCE Powercab system and uses car cards/waybills for operations.