

**Santa Fe Railway Historical & Modeling Society  
2008 Convention**

**Layout Tours As Of 6/5/08  
All Tours Will Take Place On Sunday, July 13**

Owner Information	Description	Time Open	Comments (Use Route Info With Maps)
<p>James Babcock 3634 Spencer Street, #114 E Torrance 724-825-5630</p>	<p><b>West Texas &amp; Santa Fe RR (HO)</b> In 2006 work began on the West Texas &amp; Santa Fe RR Industrial layout. It started with a layout concept drawn using the Atlas software program. The plan developed for this apartment layout is an L-shaped shelf 10' x 14' x 2' deep. industries being built include grain elevators, stock pens, cotton processing, lumber &amp; construction supply, farm implement &amp; supply, feed &amp; seed supply, LCL &amp; team track, oil products distribution, oil refinery scene (oil loading racks), general &amp; food product warehouses, and dairy operations. At present, power to the track is DC. The wiring plan calls for 3 power DCC blocks which maybe implemented later this year or early in 2008. The loco roster has 3 DC locos and one DCC loco. One of the DC units will get a decoder with sound before mid year. Current activities are: Completing car cards and way bills, switch list forms are complete but train order, forms need to be developed, time table and CLIC are in advance stages of development and production, mock paper structures are being built to help finalize how structures are to be kit bashed and loading/unloading spots are located.</p>	<p>12:00 to 4:00</p>	<p>Distance From Convention Hotel: 64 Miles Route: State 91 West to Hawthorne Blvd. South</p>
<p>Gary Cane 27286 Balboa Court Hemet 951-929-8547</p>	<p><b>Santa Fe (HO)</b> Gary is a former chemical industry researcher who fell in love with tank cars. On his layout, which covers the time period of 1900 to 1985, there are over 500 tank cars. These included nearly every class and subclass used by the Santa Fe, many of which Gary has scratchbuilt or kit-bashed to achieve highly realistic models. Gary even draws and produces his own decals to attain the graphics and lettering necessary for his models, several which have won awards at major train shows and conventions. The layout itself measures 30 feet by 41 feet with two main levels. It can be operated loop-to-loop, point-to-point and yard-to-yard. It takes 40 minutes for a train to cover</p>	<p>1:00 to 4:30</p>	<p>Distance From Convention Hotel: 38 Miles Route: Interstate 215 South to State 74 East to Columbia Street</p>

	<p>the entire layout at prototype speeds. The centerpiece of the layout is a 3 foot by 18 foot refinery complex, complete with accurate facilities, equipment and piping. The refinery sits in front of an 18 foot long photo mural of the Sinclair refinery in Cheyenne, Wyoming. In addition to several lengthy tank car trains, Gary also has over 140 headend passenger cars representing virtually every car that was used over Cajon Pass. His passenger train collection includes almost every Santa Fe transcontinental passenger train.</p>		
<p>Roger Clarkson 1463 Rimroad Riverside 951-780-1040</p>	<p><b>R&amp;F Railroad (HO)</b> Housed in a three-car garage, Roger's 22 x 32 HO layout is fully scened and highly detailed. Up to six trains operate at once. This railroad features over a hundred structures all illuminated by miniature lights. There are numerous animated scenes and highly detailed structures.</p> <p><b>R&amp;F Railroad (G)</b> This is one of Southern California's best known garden railroads, covering one-third of an acre with 3,000 feet of track. Up to seventeen trains operate simultaneously. The meticulously maintained garden landscaping is among the best in Southern California. There are ponds, waterfalls, a 40' train shed and night lights, numerous tunnels, an oil refinery and hydroelectric plant.</p>	<p>10:00 to 3:00</p>	<p>Distance From Convention Hotel: 7 Miles Route: State 91 South to Madison Street South, left on Victoria and right on Washington Street</p>
<p>Rick Graves 5212 Redwillow Lane La Canada 818-790-3746</p>	<p><b>Tehachapi Loop (HO)</b> Rick is modeling the Tehachapi Loop in the spring of 1950. This HO scale layout completely occupies a 14' x 12' spare bedroom. The layout is DCC controlled and the locomotives are sound equipped. Rick runs both steam and diesel appropriate to the Santa Fe and Southern Pacific motive power in use over the line at that time. One interesting feature of this layout is the use of shallow relief hills to duplicate the Tehachapi loop area. The hills are painted and scened using a shading technique which gives them depth well beyond their quarter-inch thickness. Five trains are staged behind the hills and in other areas to allow a parade of Southern Pacific and Santa Fe consists typical for the time modeled. Operations are DCC controlled using Digitrax equipment.</p>	<p>12:00 to 4:00</p>	<p>Distance From Convention Hotel: 56 Miles Route: State 60 West to State 71 North to Interstate 210 West to Foothill Blvd.</p>
<p>Otto Kroutil 10139 Sun Valley Drive Rancho Cucamonga 909-989 7382</p>	<p><b>First District/Los Angeles Division (N)</b> This 27' x 21' layout is based on a two-level layout plan published in the 1999 issue of Model Railroad Planning. It is a very large N scale representation of the west side of Cajon Pass from San Bernardino to Summit, circa 1950.</p>	<p>12:00 to 4:00</p>	<p>Distance From Convention Hotel: 24 Miles Route: State 60 West to State 71 North to Interstate 210 West to</p>

	<p>Many of the actual sites in the pass, as well as the massive San Bernardino station, are modeled on this layout. Otto models the sites using photographs to assure a high level of realism. The main level is (mostly) operational, although only partially scenicked. The lower level is being converted to North Coast Engineering's DCC. The backdrops are some of the best around.</p>		Haven Avenue
<p>Jim Lancaster 14241 Galy Street Tustin 714-731-6717</p>	<p>The Los Angeles and San Diego Railroad is a large size HO scale model railroad housed in its own 40' x 15' building at the back of Jim's home. The building was constructed in 1962 by the original home owner, former NMRA president Leighton Keeling. The layout occupies about 65% of the room. The setting is Southern California, with several prototypical scenes of citrus packing houses and other citrus-related structures. The model railroad is evolving to generally represent a line between Highgrove (north of Riverside) and Orange County. Unlike the prototype, which is a Santa Fe-only line from Riverside to Orange County, the model railroad features joint trackage with two other railroads, the Southern Pacific and Union Pacific, over most of its length. Emphasis is on the Southern Pacific through a subsidiary, the Los Angeles and San Diego Railroad. This allows Jim to logically operate the SP, Santa Fe and UP equipment he has collected over the years and to model Southern California citrus packing houses featured on Jim's packing house website.</p>	<p>1:00 to 5:00</p>	<p>Distance From Convention Hotel: 38 Miles Route: State 91 West to State 55 South to 17<sup>th</sup> Street East</p>
<p>Burton Maxwell 318 Rose View Place Chula Vista 619-420-2725</p>	<p><b>Westside Lumber Co. (HOn30)</b> Burton is a fellow who likes to make things with his hands, so it's no surprise that his Hon3 layout of the West Side Lumber Company is 90% scratch-built. His wife, Patricia, joined him by doing the scenery. The layout period is one day, June 5, 1965. The 16 by 40 layout has 110 feet of mainline and 116 feet of sidings. The track plan is point-to-point and starts at the mill and mill pond where scratch-built structures dominate the scene. Burton built the mill, with its log haul and log-dump area and even carved a couple of the boats in the pond. From the mill, the rail line passes by models of the West Side's engine house, woods warehouse, dispatcher's office, car shops and sand, oil and water facilities, all</p>	<p>10:00 to 4:00</p>	<p>Distance From Convention Hotel: 105 miles Route: Route: Interstate 215 South, merge into Interstate 15 south, merge into Interstate 805 south</p>

	<p>scratch-built. Trucks, tractors, caterpillars and other big pieces of road equipment, as well as cars and pickups fill open spaces. Many of these have been hand-carved. The town of Two Mule City is nestled into and around a wye behind the railroad's shops. Two-thirds of the stores in town and all the "company houses" are scratch-built. From oak to pine, every tree on the layout was made by Burton and planted by his wife. They have no idea how many trees there are, but it's probably well over a thousand.</p>		
<p>Bob Russell 7636 Lime Ave Fontana 909-350-1151</p>	<p><b>Orange Belt Lines</b> (N) This layout is home to both the Southern Pacific &amp; Santa Fe Railroads. The time period is the late 1940s so steam rules with SP's Owl and Lark trains being pulled by GS-4 and AC-12 steam power. Also making daily stops at the Santa Mesa Depot behind Warbonnet F units and PAs are the Santa Fe's Grand Canyon and Chief. AC-12 4294 &amp; MK-6 3269 handle the bulk of the mainline freight duty and can be seen pulling long strings of PFE cars or or mixed freight. The layout is operated by a Digitrax Big Boy system.</p> <p><b>Rio Grande Narrow Gauge</b> (G) Bob also has added a Rio Grande G scale narrow gauge layout to his backyard.</p>	<p>11:00 to 5:00</p>	<p>Distance From Convention Hotel: 13 Miles Route: Main Street/Riverside Ave. North to Foothill Blvd. West</p>
<p>Los Angeles N- Scale Assn. 5200 Zoo Drive Los Angeles 323-340-3240</p>	<p><b>East Valley Lines</b> (N) This layout covers approximately 2000 square feet and is undergoing a major rebuilding. About one-third of the original layout still is in place. The goal is to craft scenes which depict the rich variety of California's landscape, from the deserts to the mountains and forests, from farms and orchards to the sea.</p>	<p>10:00 to 4:00</p>	<p>Distance From Convention Hotel: 61 Miles Route: State 60 West to State 71 North to Interstate 210 West to State 134 West to Forest Lawn Drive</p>
<p>Pasadena Model RR Club 5458 Alhambra Ave. Alhambra 323-222-1718</p>	<p><b>Sierra Pacific Lines</b> (HO) The Club operates the. This is one of the largest HO scale operating model railroads in the world, covering almost 5,000 square feet. The railroad has over 30,000 feet of hand laid steel rail. The 1,700 foot single to quad track mainline has ten cabs for operating up to ten up to 60 cars long each. At normal speeds and traffic conditions takes about an hour to traverse. The three principal yards handle a total of approximately 2,000 cars. Yard panels throughout the railroad allow for operation of another 15 to 20 trains. Additionally, there are 300 feet of traction for trolley and Pacific</p>	<p>1:00 to 5:00</p>	<p>Distance From Convention Hotel: 50 Miles Route: State 60 West to State 71 North to Interstate 10 West to Freemont Ave. North to Mission Road West</p>

	<p>Electric enthusiasts. In addition to the ten cab operators, two dispatchers and trainmaster, the railroad requires about 25-30 more operators to fully man the yard, branch line, and industry controls. Sierra Pacific Lines operates trains from all eras. Breathtaking scenery, operating semaphore signals, and theatrical lighting all combine to make this a great model railroading experience.</p>		
<p>The Slim Gauge Guild 300 S. Raymond Ave. Pasadena</p>	<p>This club operates two beautifully detailed layouts located in a 2,000 square foot basement. The HOn3 layout is based on the Denver and Rio Grande Railroad and the Rio Grande Southern in roughly the 1920 to 1949 time period. On this layout members tend to model specific prototype scenes. The 1900-era Sn3 layout is more freelanced. Members tend to model scenes as they see fit. They loosely model the Colorado and Southern for the mainline and northern California lumber companies for the highline.</p>	<p>10:00 to 6:00</p>	<p>Distance From Convention Hotel: 52 Miles Route: State 60 West to State 71 North to Interstate 210 West</p>