



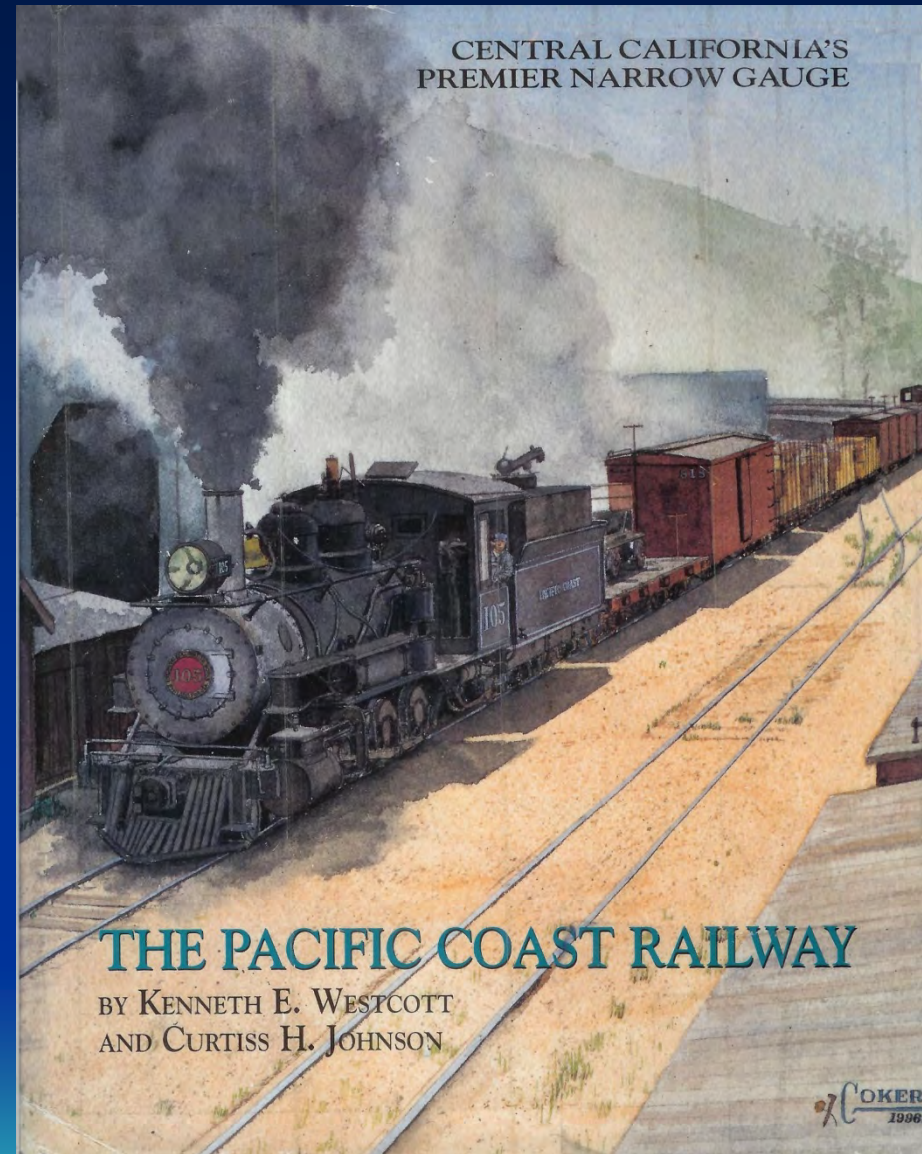
Modeling the Pacific Coast Railway's San Luis Obispo Facilities

By Tom Knapp, MMR#101

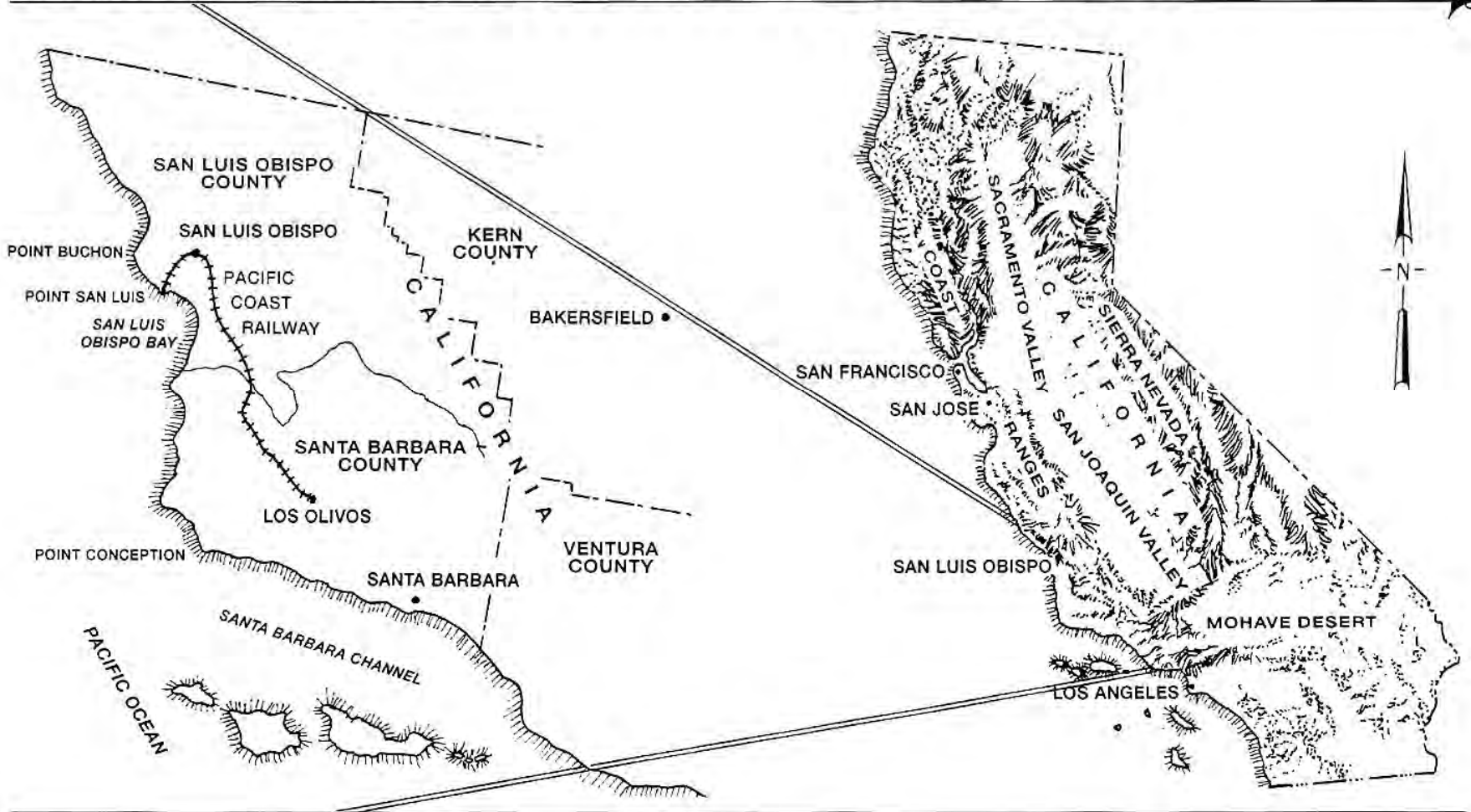


Acknowledgement

The historical material and the survey maps presented in this clinic are courtesy of and with permission of Curt Johnson, author of “The Pacific Coast Railway – Central California’s Premier Narrow Gauge” (Benchmark Publications)



CALIFORNIA AND ITS CENTRAL COASTAL REGION



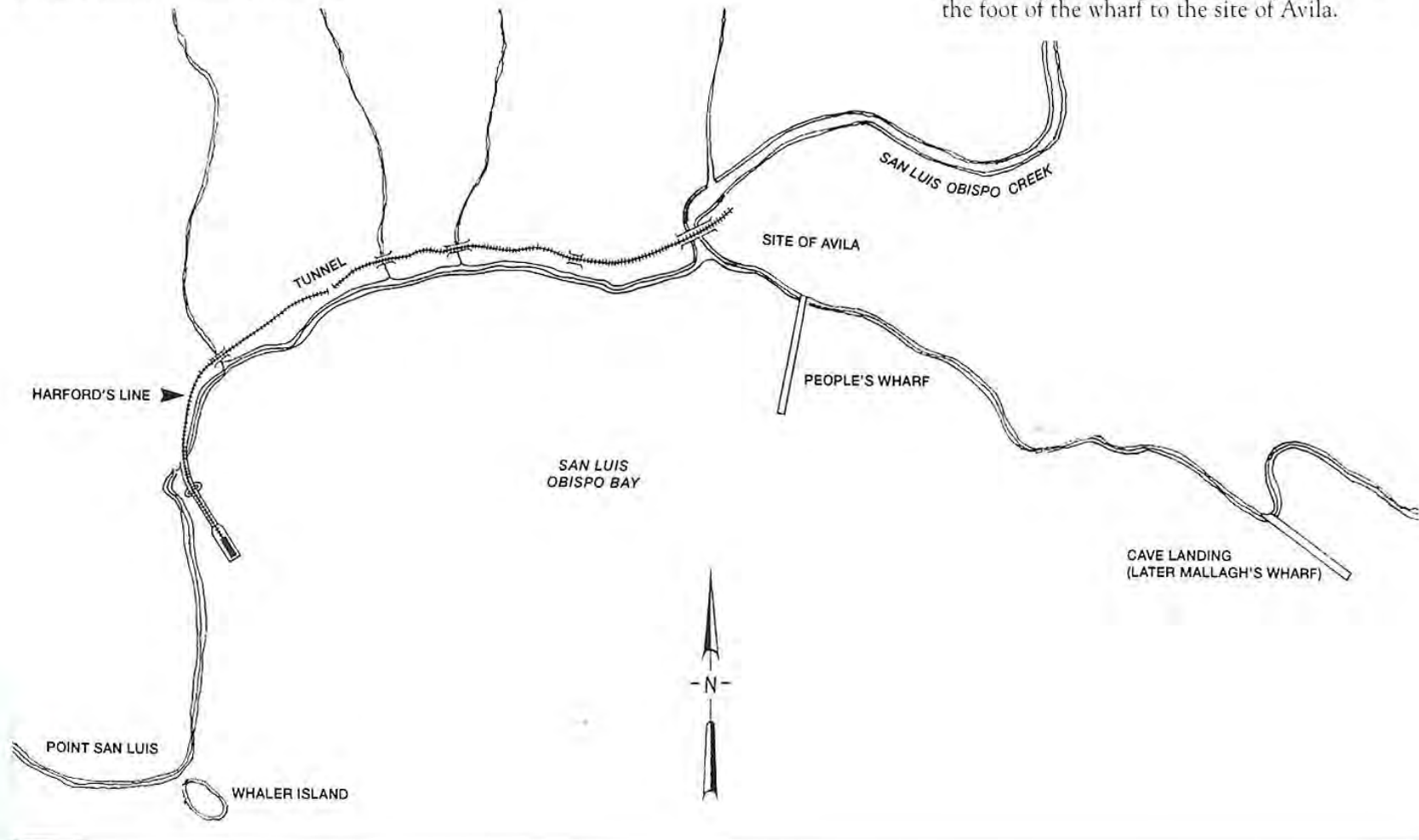
Modeling The Pacific Coast Railway's
San Luis Obispo Facilities

JOHN HARFORD'S HORSE- AND GRAVITY-POWERED RAILWAY CIRCA 1873

R

DRAWN BY CURTISS H. JOHNSON

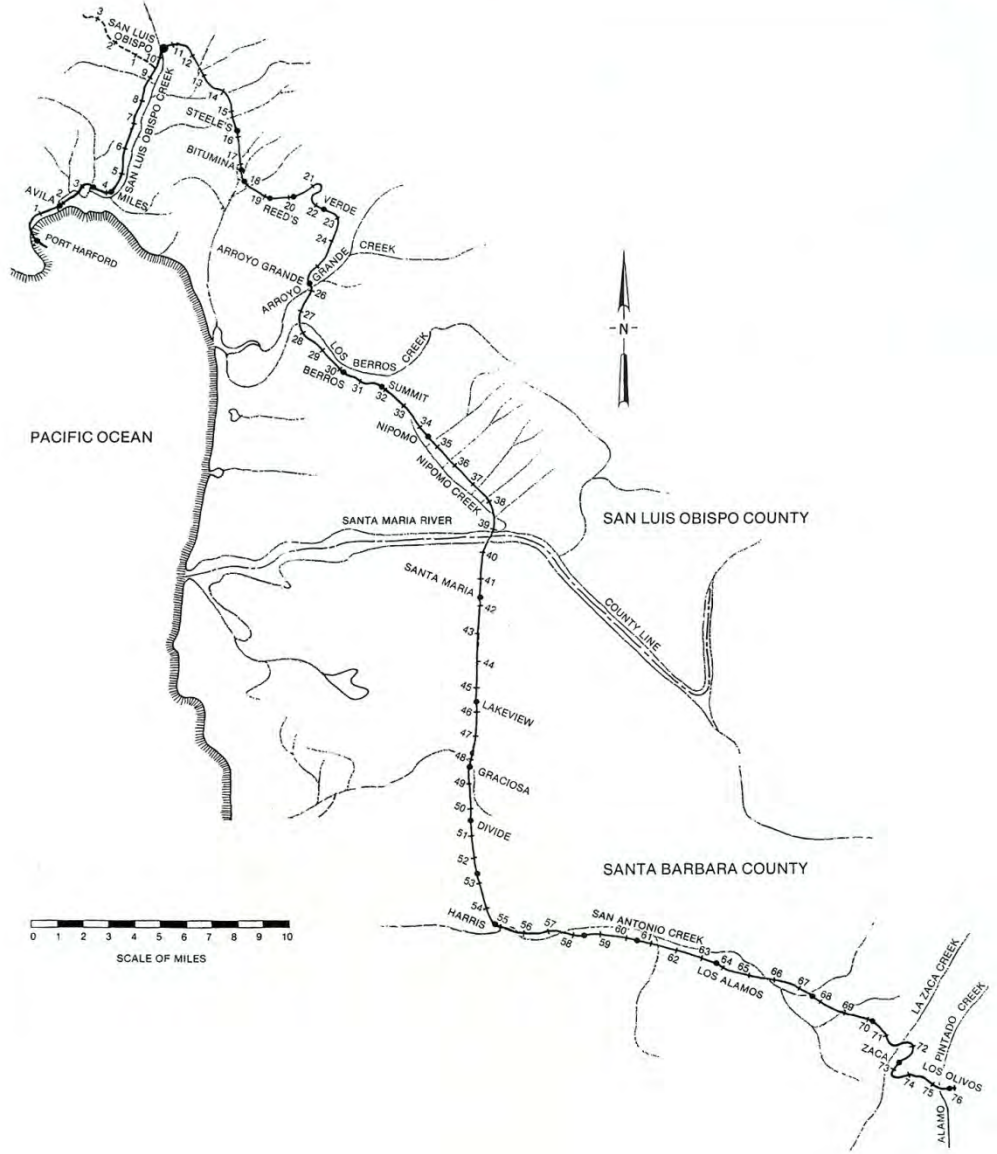
Harford's line was a mile and a half long from the foot of the wharf to the site of Avila.



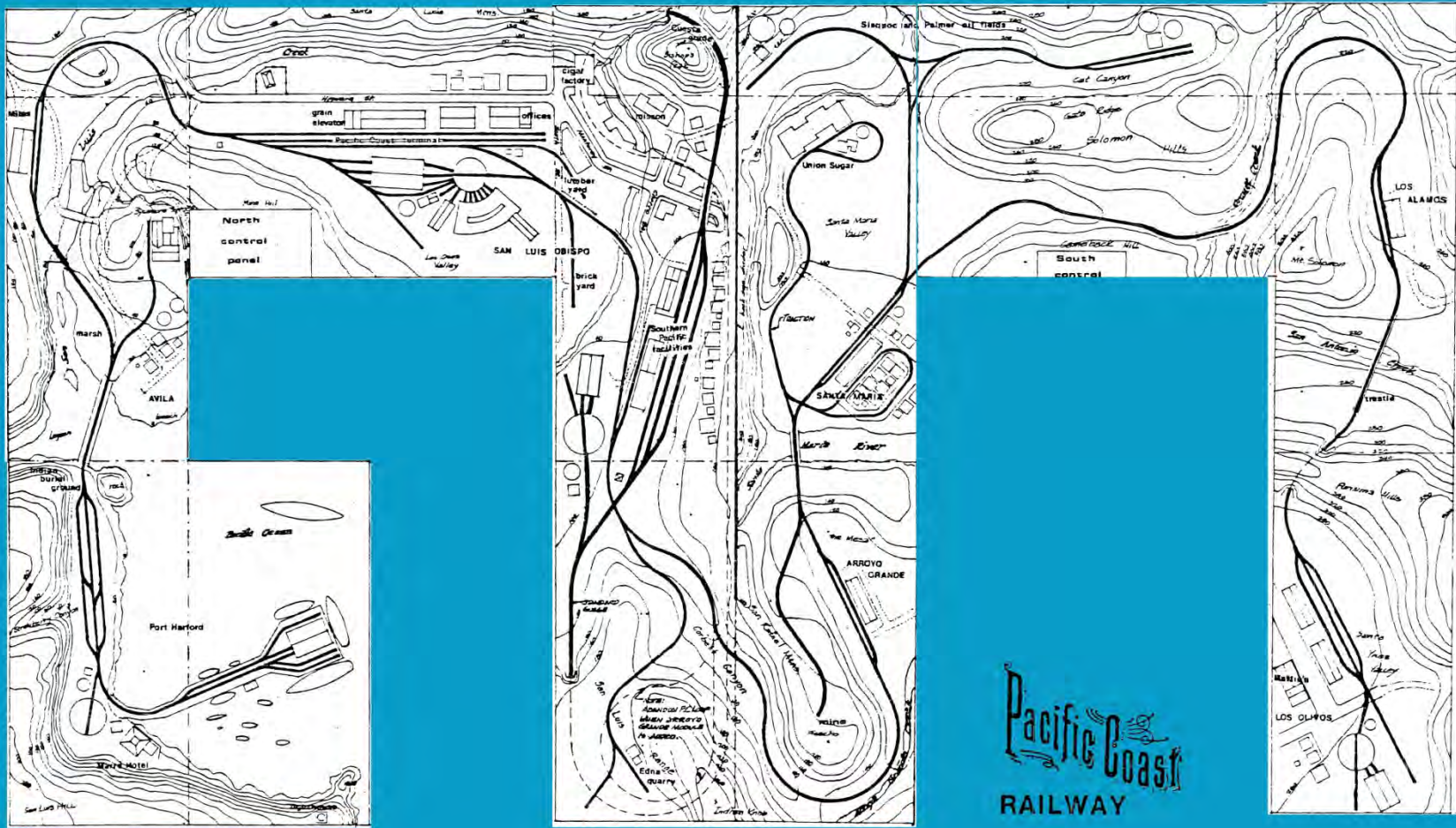


THE PACIFIC COAST RAILWAY IN 1887

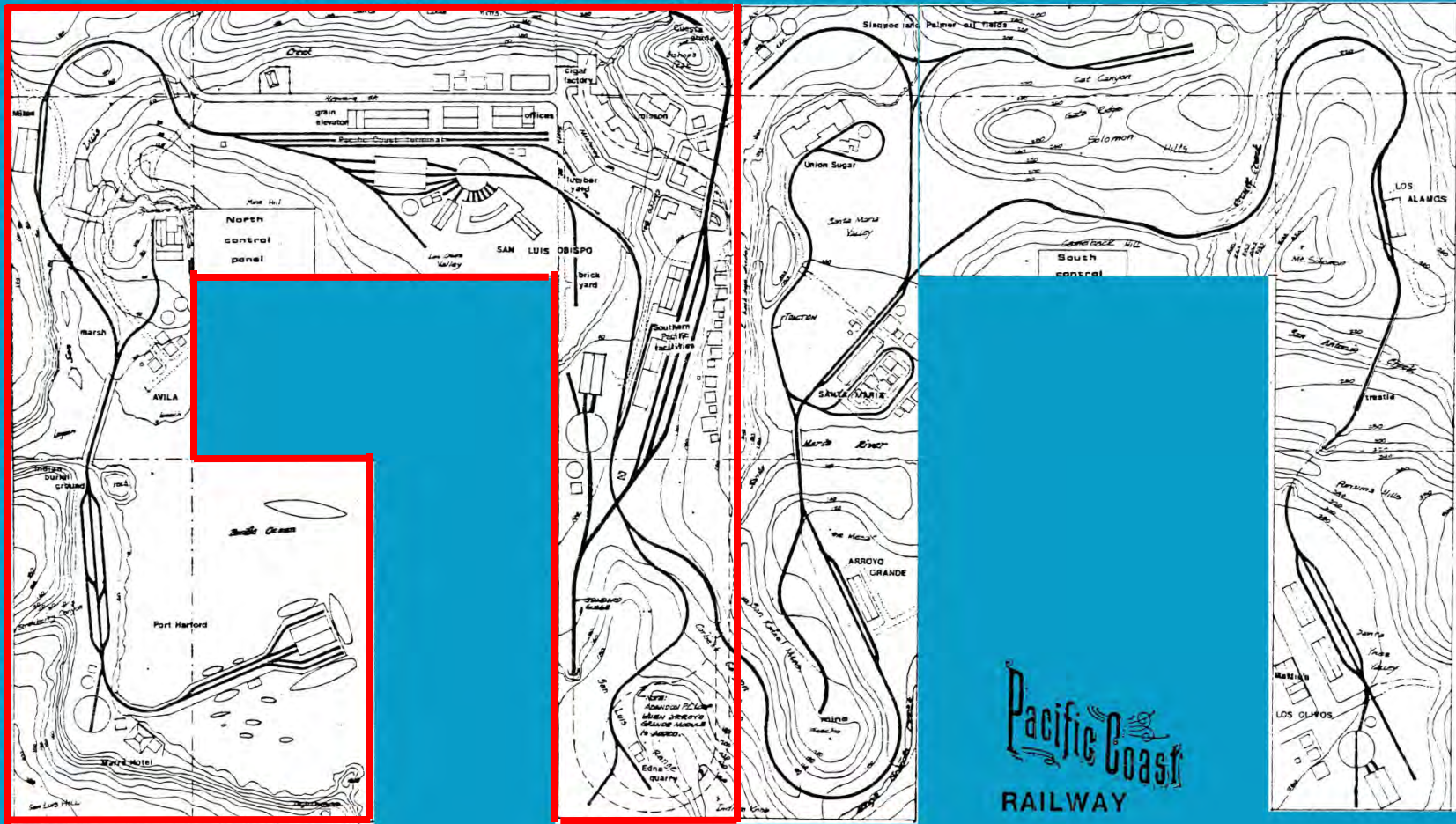
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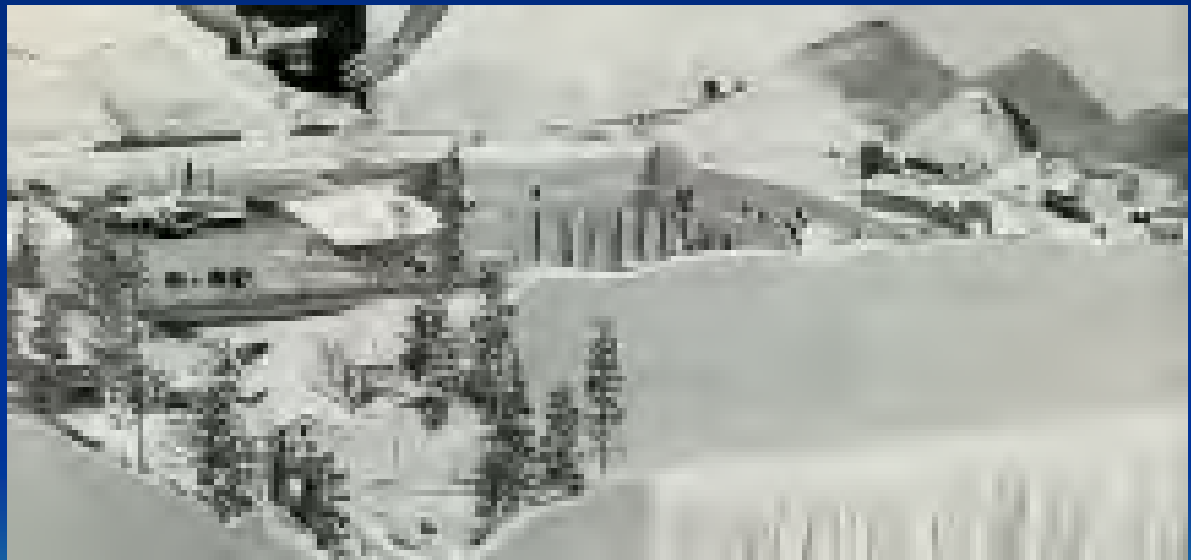
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Modeling The Pacific Coast Railway's
San Luis Obispo Facilities

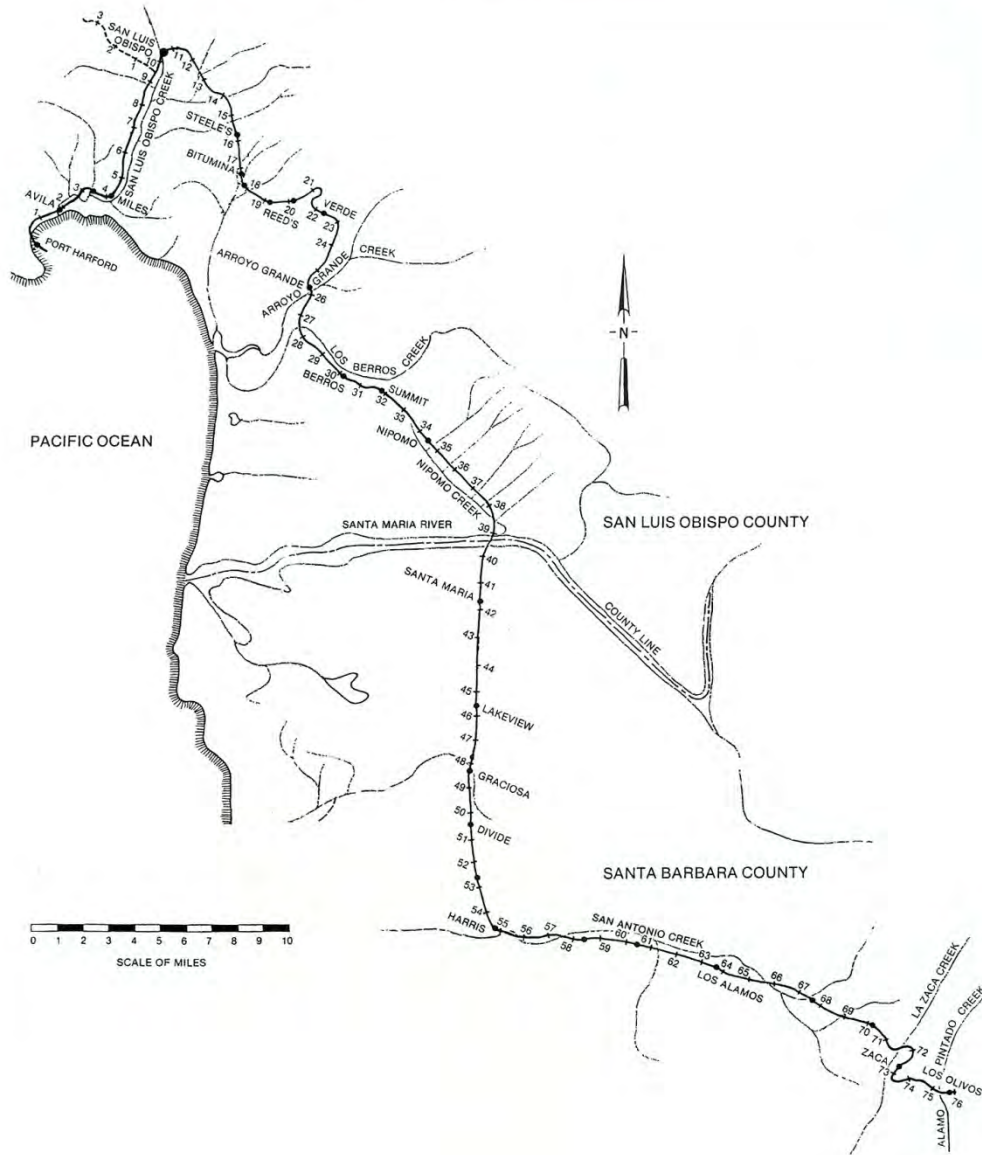


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THE PACIFIC COAST RAILWAY IN 1887

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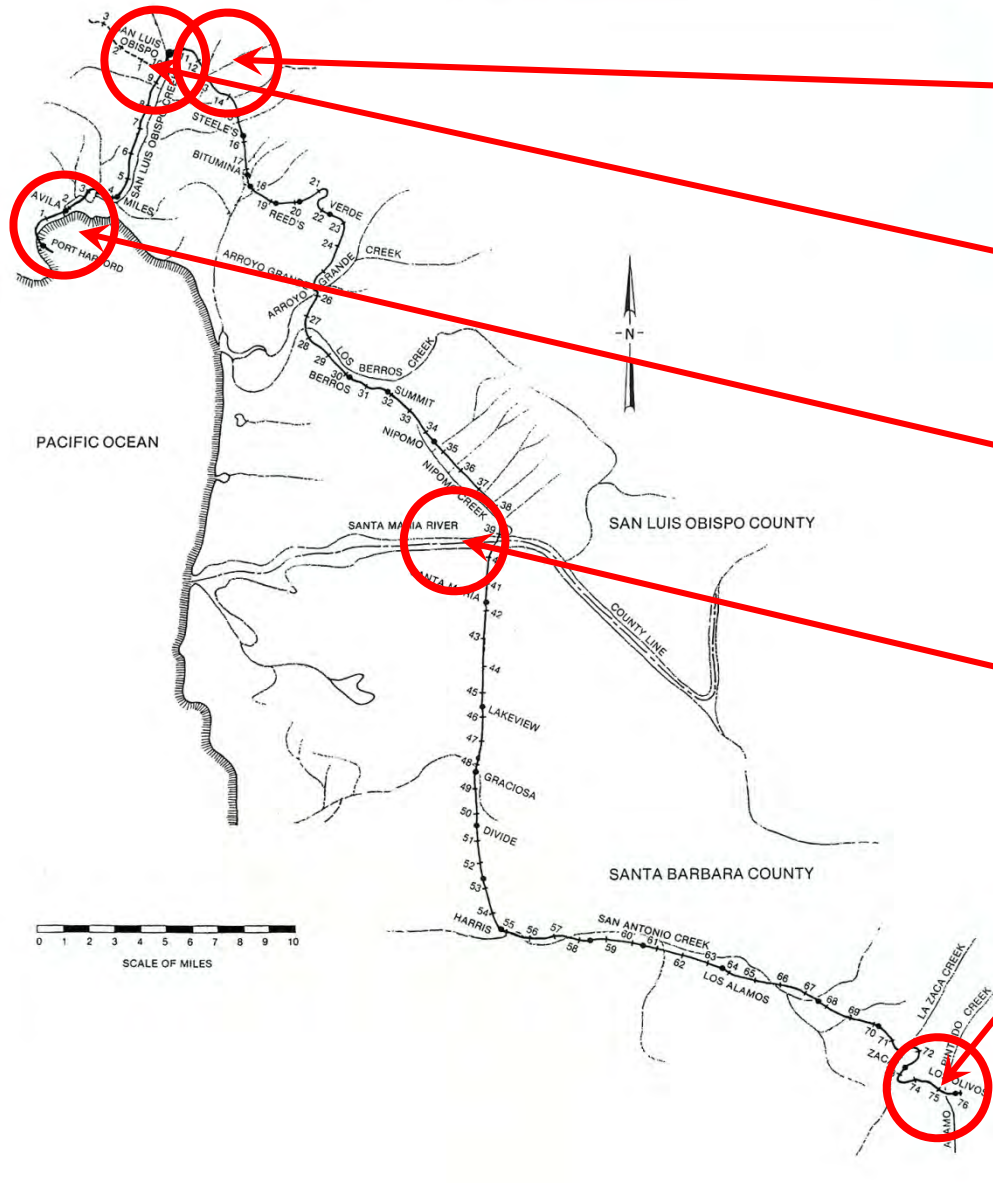


Modeling The Pacific Coast Railway's San Luis Obispo Facilities

THE PACIFIC COAST RAILWAY IN 1887

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SIGNIFICANT LAYOUT DESIGN ELEMENTS



Interchange with the Southern Pacific standard gauge via transfer loading dock

Pacific Coast Railways terminal, warehouses, shops and yard in San Luis Obispo

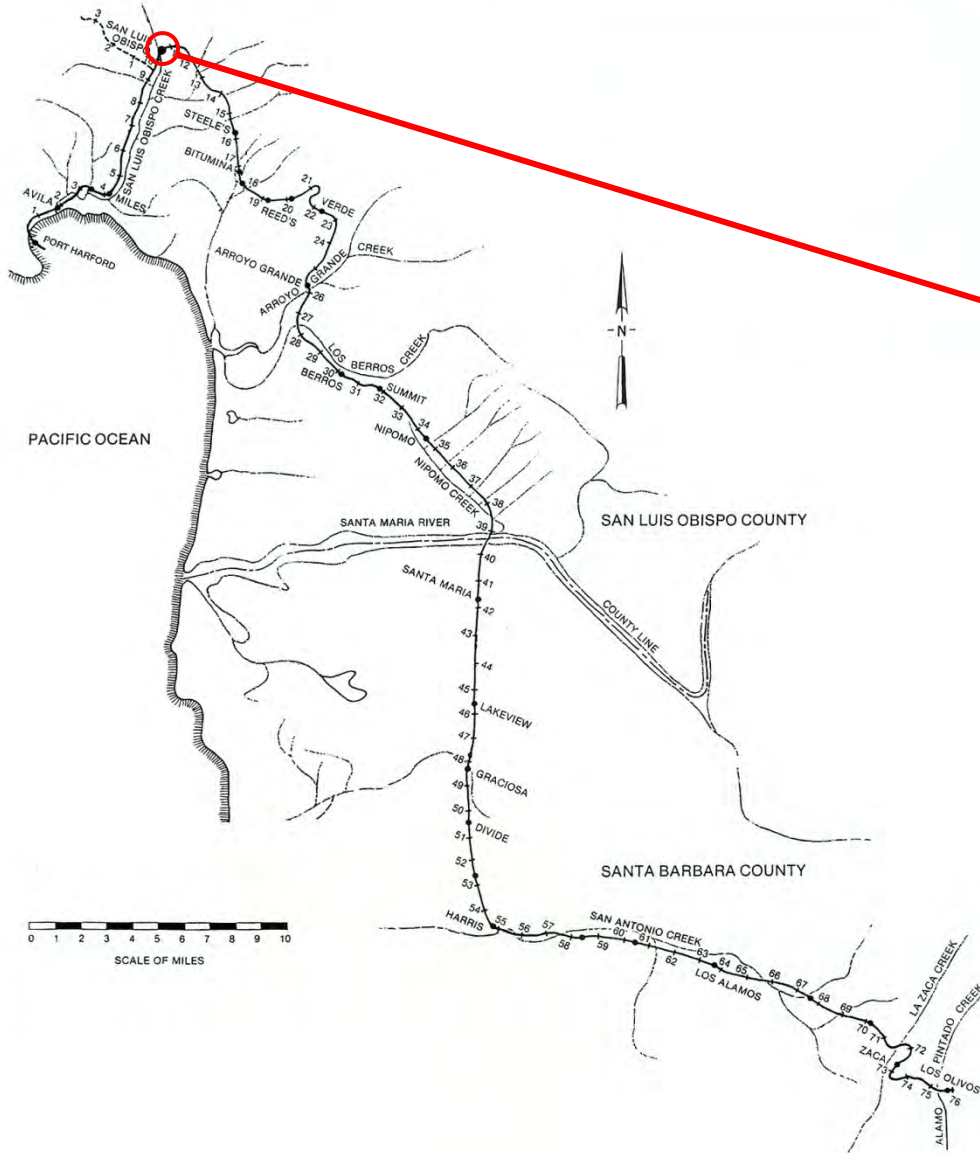
Port Harford (Port San Luis) yard and turntable on shore and trackage on wharf with covered warehouse on wharf

Electrified branch from Santa Maria to sugar plant in Betteravia

End-of-the line at Los Olivos with warehouse, station, turntable – and the famous Union Hotel

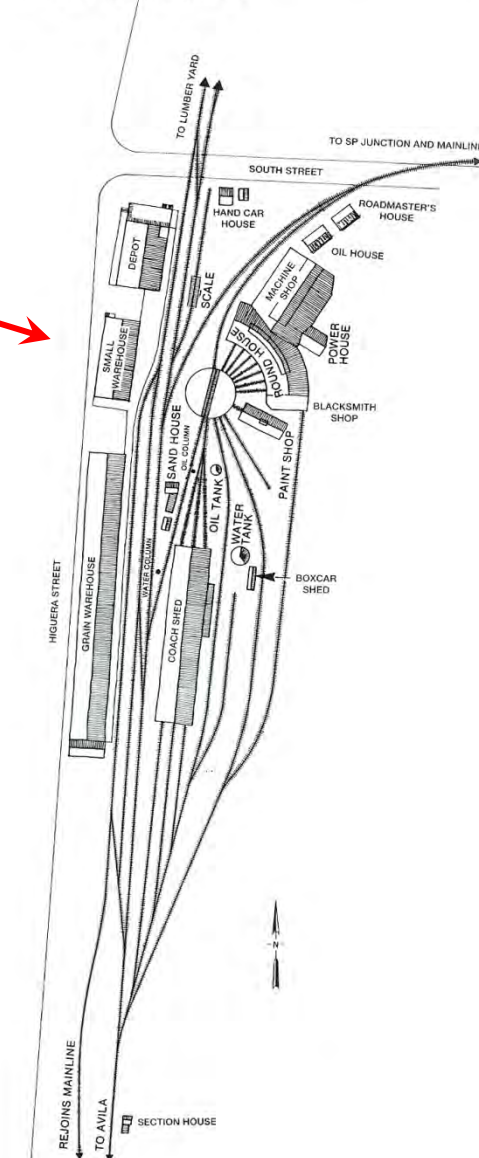
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THE PACIFIC COAST RAILWAY IN 1887



THE PACIFIC COAST RAILWAY'S SAN LUIS OBISPO YARD CIRCA 1940

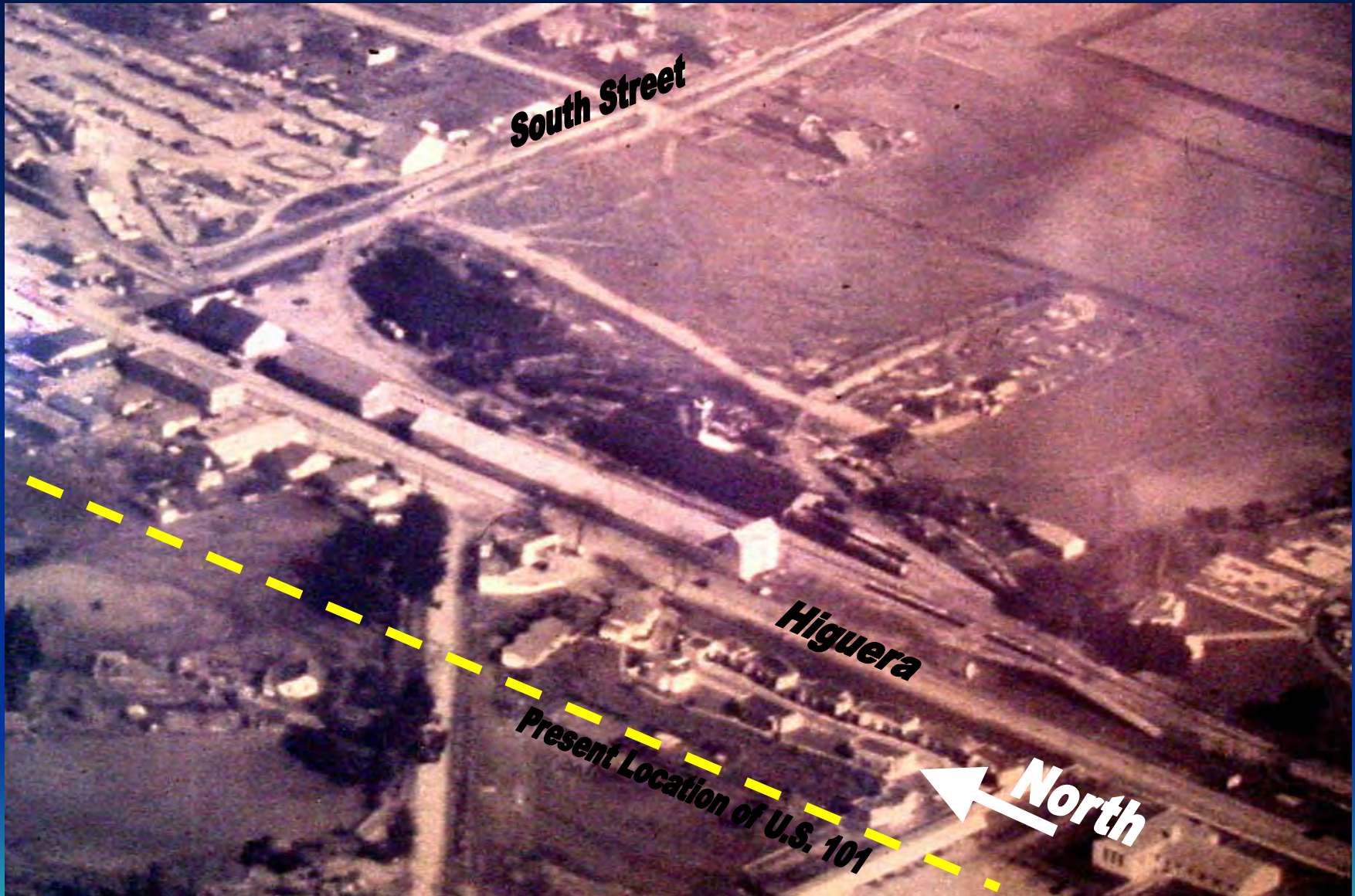
DRAWN BY CURTISS H. JOHNSON

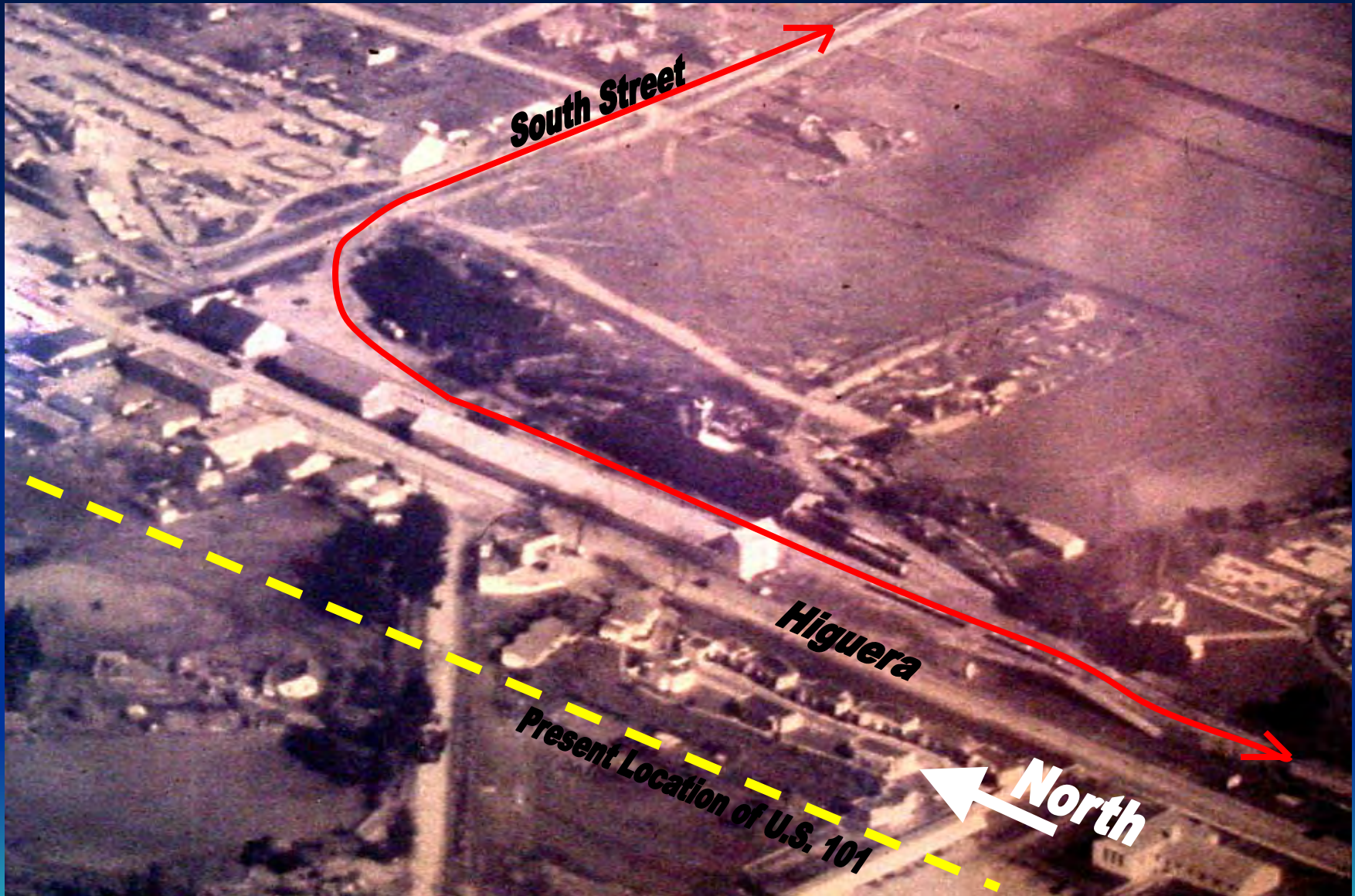


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Modeling The Pacific Coast Railway's
San Luis Obispo Facilities



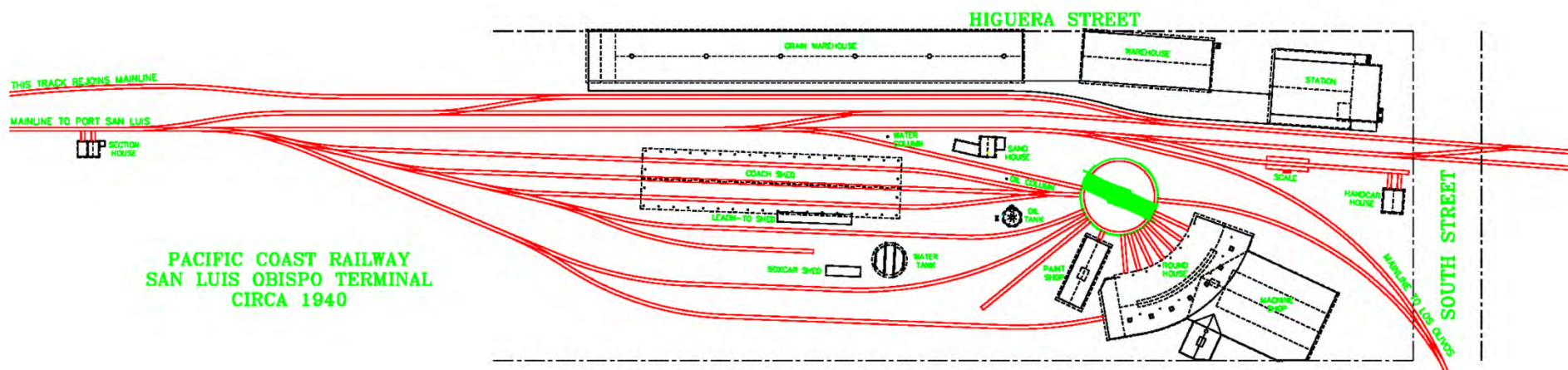





South Street

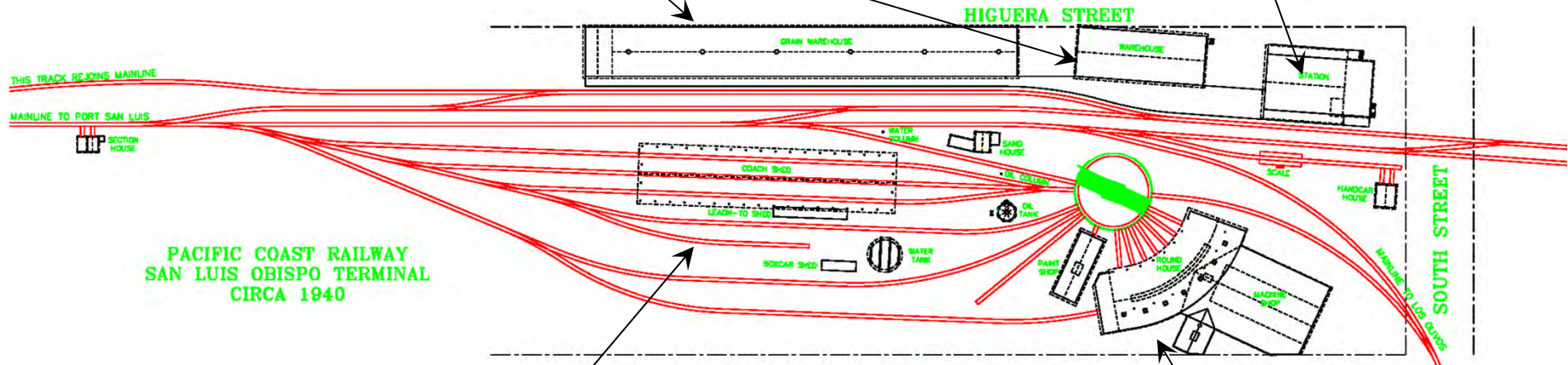
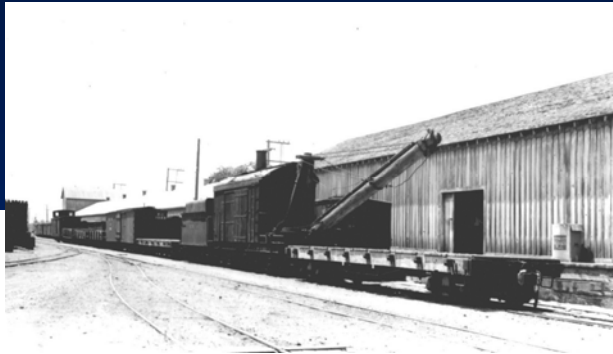
Higuera

North



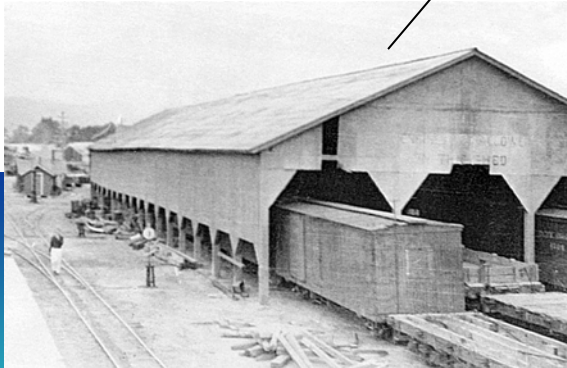
PACIFIC COAST RAILWAY
SAN LUIS OBISPO TERMINAL
CIRCA 1940

North




PACIFIC COAST RAILWAY
SAN LUIS OBISPO TERMINAL
CIRCA 1940

North
→



Modeling The Pacific Coast Railway's
San Luis Obispo Facilities

Depot



Original



With two story addition added in 1920's

Depot

THE DEPOT (NORTH AND SOUTH ELEVATIONS)

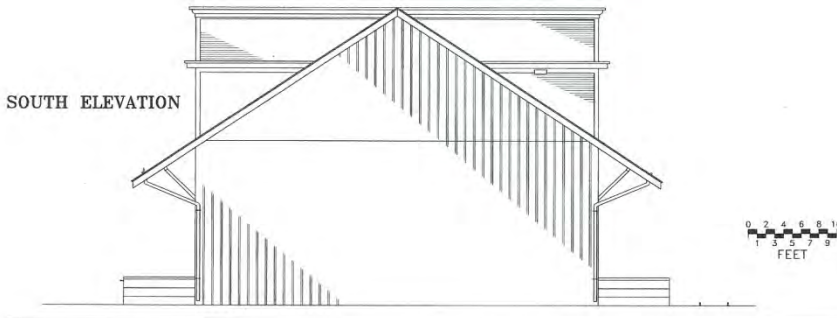
DRAWN BY CURTISS H. JOHNSON
DIMENSIONS FROM THE CALIFORNIA STATE ARCHIVES
SCALE: 1.9 MM = 1 FOOT (N SCALE)

The Pacific Coast's depot survived the 1892 fire. The two-story office and waiting room portion was added around 1920. This was sheathed with painted novelty siding, while the freight portion remained typically unpainted board-and-batten. The flat roof of the second story was surrounded by a parapet emblazoned with the railway's name.

NORTH ELEVATION



SOUTH ELEVATION

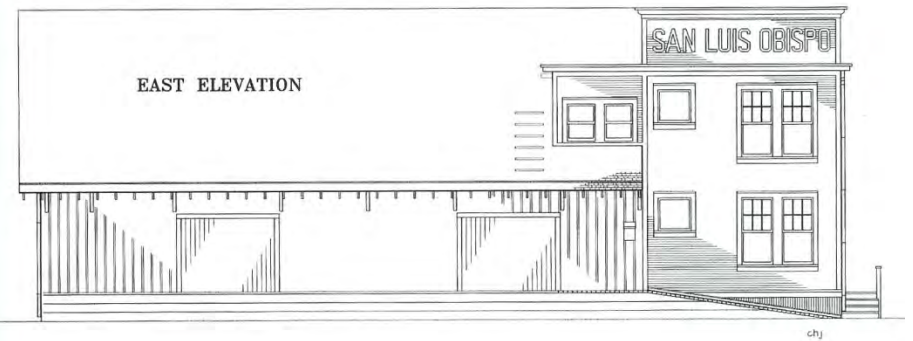


THE DEPOT (EAST AND WEST ELEVATIONS)

DRAWN BY CURTISS H. JOHNSON
DIMENSIONS FROM THE CALIFORNIA STATE ARCHIVES
SCALE: 1.9 MM = 1 FOOT (N SCALE)

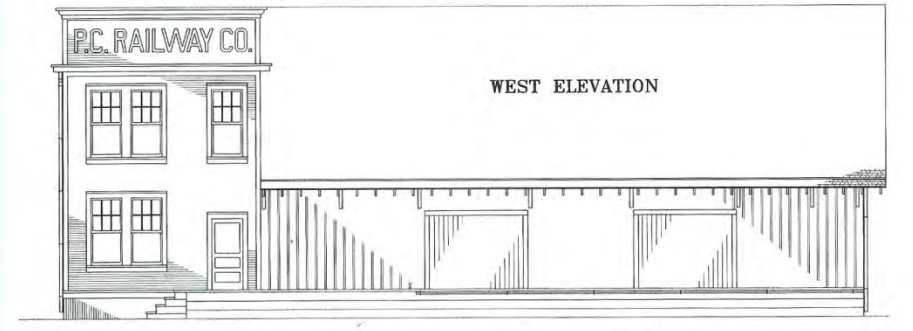


EAST ELEVATION

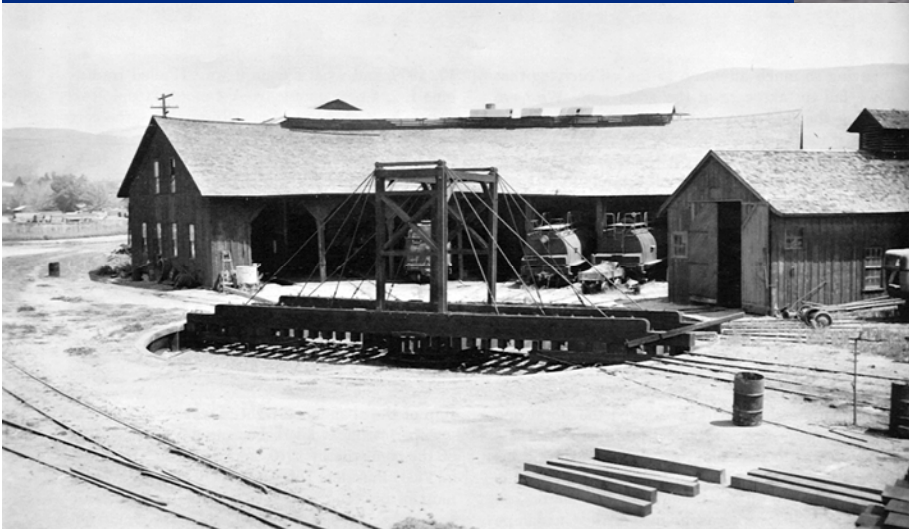


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WEST ELEVATION



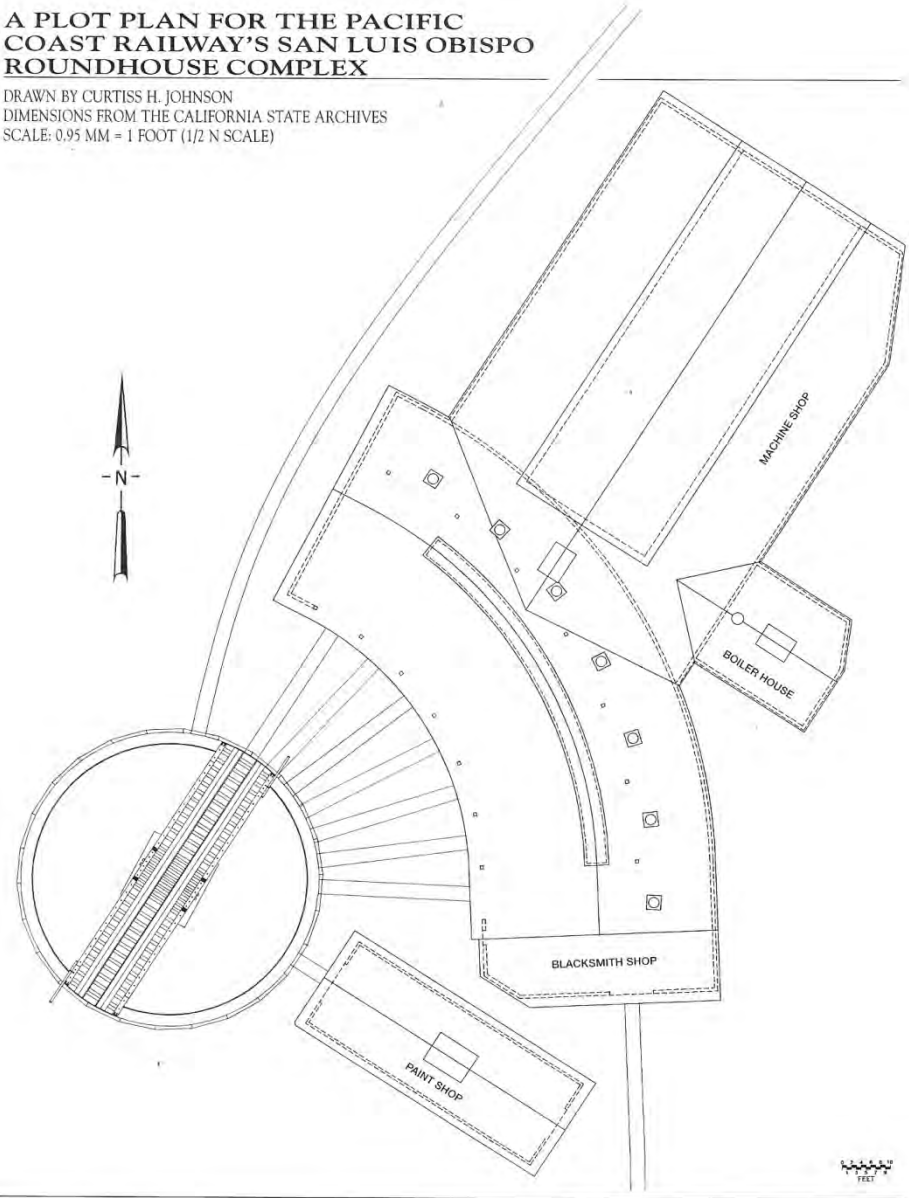
Roundhouse, Shop & Turntable



Roundhouse, Shop & Turntable

A PLOT PLAN FOR THE PACIFIC COAST RAILWAY'S SAN LUIS OBISPO ROUNDHOUSE COMPLEX

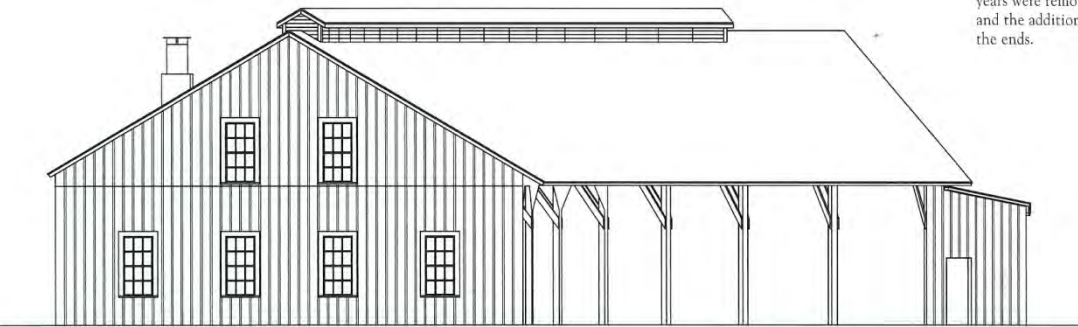
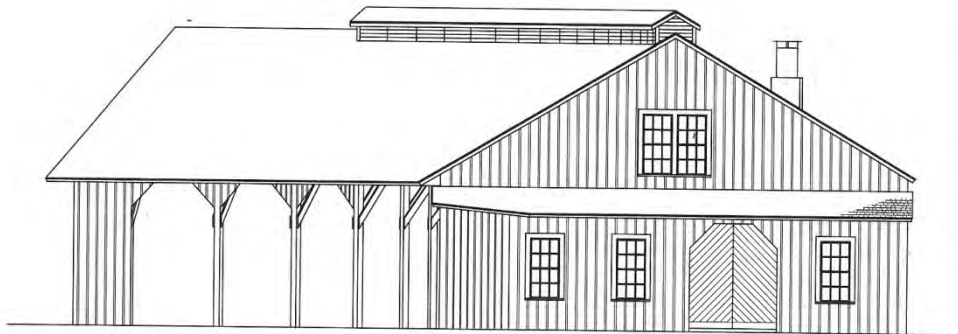
DRAWN BY CURTISS H. JOHNSON
DIMENSIONS FROM THE CALIFORNIA STATE ARCHIVES
SCALE: 0.95 MM = 1 FOOT (1/2 N SCALE)



Roundhouse, Shop & Turntable

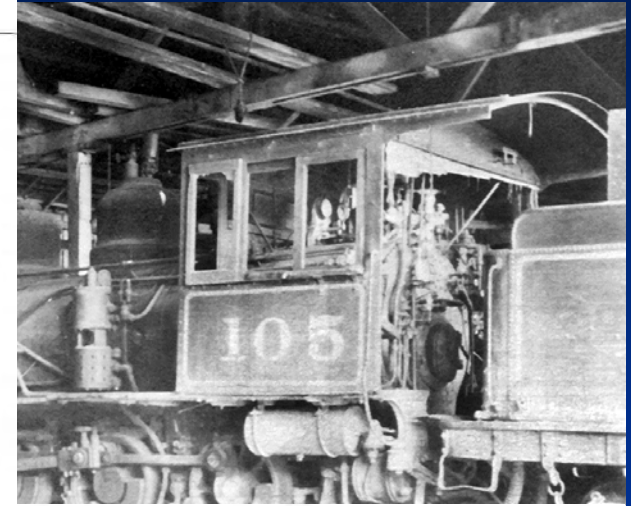
THE ROUNDHOUSE CIRCA 1935

DRAWN BY CURTISS H. JOHNSON
 DIMENSIONS FROM THE CALIFORNIA STATE ARCHIVES.
 SCALE: 1.9 MM = 1 FOOT (N SCALE)

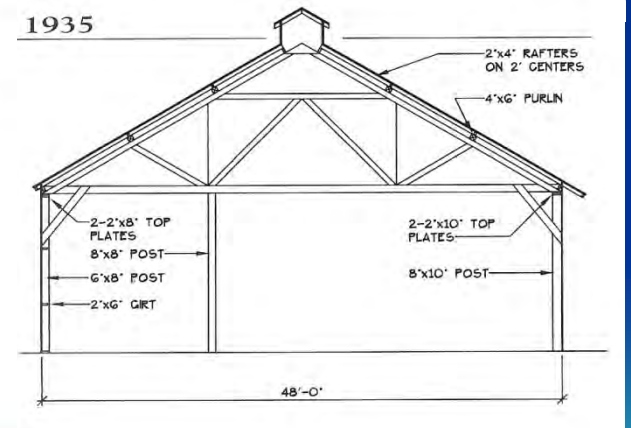


The PC's first San Luis Obispo roundhouse was built in 1876. In 1882, that building was torn down and replaced by a four-stall roundhouse that had a lean-to used for a shop. The roundhouse had board-and-batten walls, a shingle roof, and a bituminous-rock floor. Stalls were added to it over the years – the 1912 valuation working papers describe this round house as having six stalls. Later, a 12-foot-long board-and-batten wall at the east end of the front was removed to provide a seventh stall.

The plan here shows the roundhouse built in 1882 after it was rebuilt and enlarged to seven stalls. In 1882, this roundhouse was set up for locomotives to face outward – smoke was removed from the four stalls by four smoke jacks. Later, the smoke jacks were moved to the back slope of the roof, and a large ventilator was built along the length of the roof ridge. This allowed locomotives to face inward, providing more room between them for workers and equipment. Other changes over the years were removal of the stall doors, and the addition of windows on the ends.

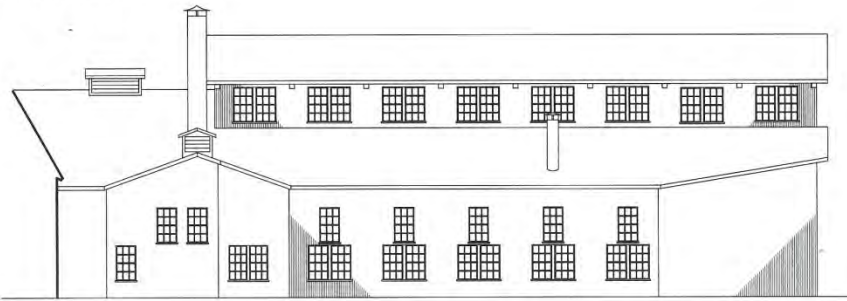
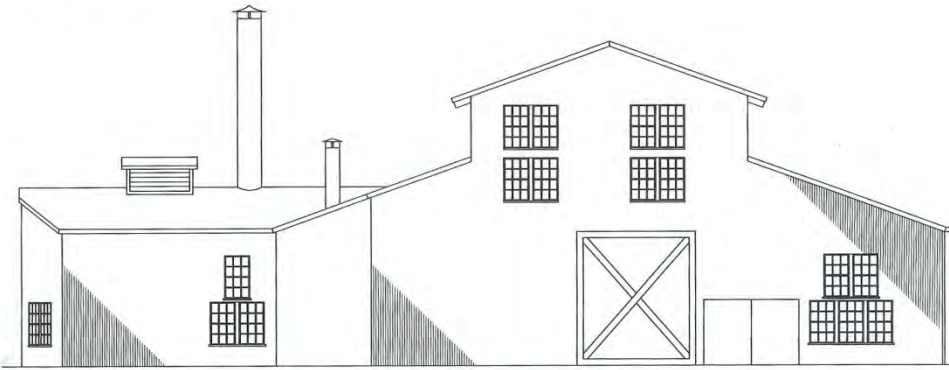


1935

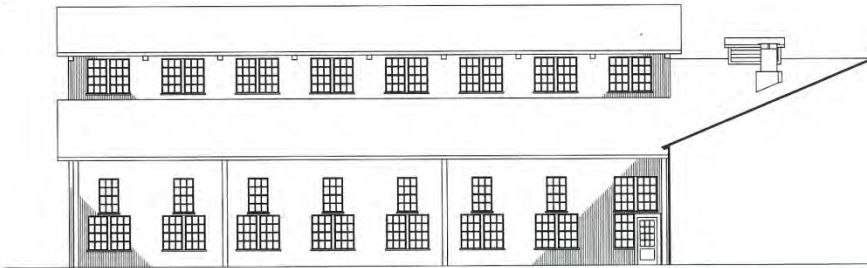


THE MACHINE SHOP

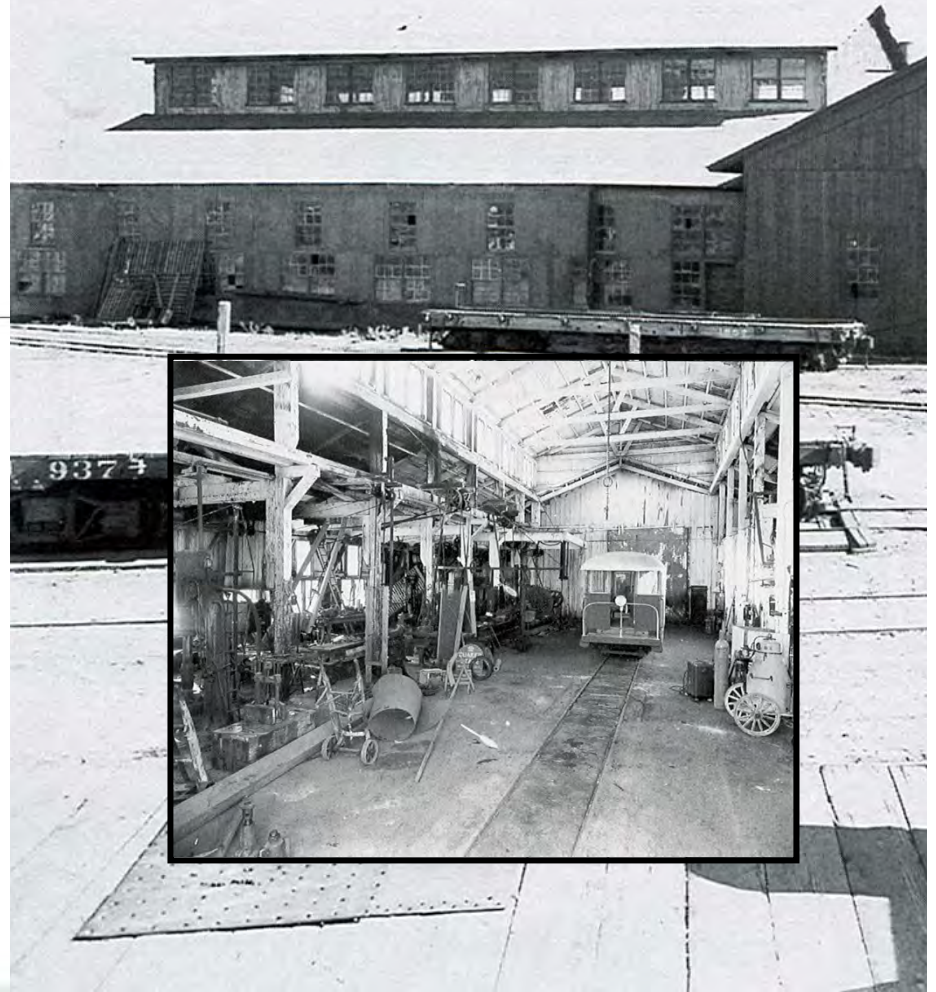
DRAWN BY CURTISS H. JOHNSON
DIMENSIONS FROM THE CALIFORNIA STATE ARCHIVES
SCALE: 1.9 MM = 1 FOOT (N SCALE)



0 2 4 6 8 10
1 2 3 4 5 6 7 8
FEET



Machine Shop

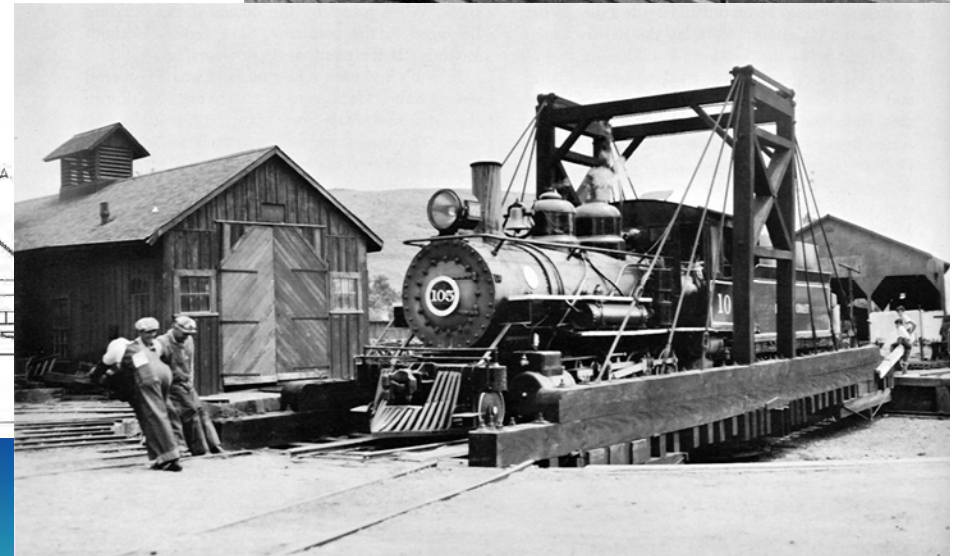
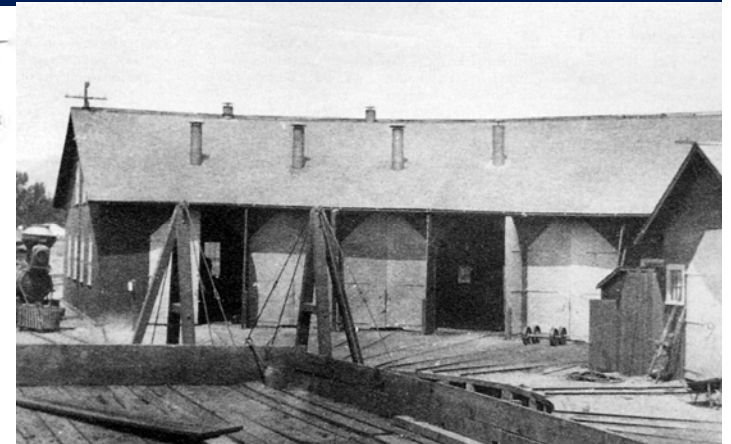
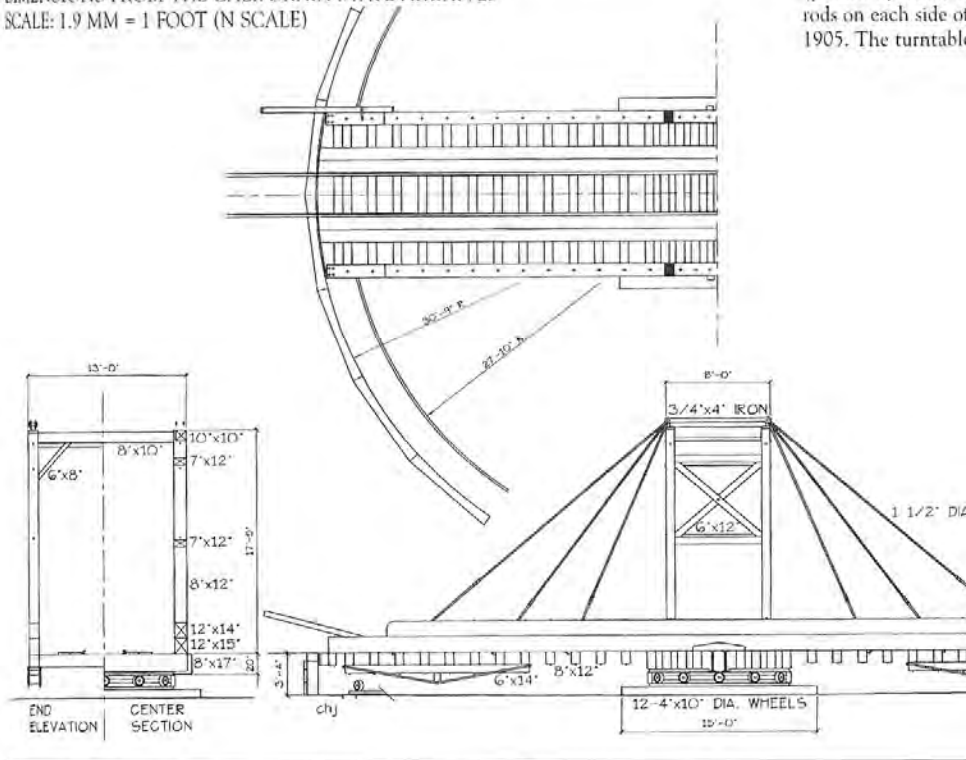
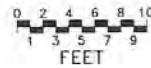


Turntable

THE 60-FOOT GALLOWS FRAME TURNTABLE

DRAWN BY CURTISS H. JOHNSON
DIMENSIONS FROM THE CALIFORNIA STATE ARCHIVES
SCALE: 1.9 MM = 1 FOOT (N SCALE)

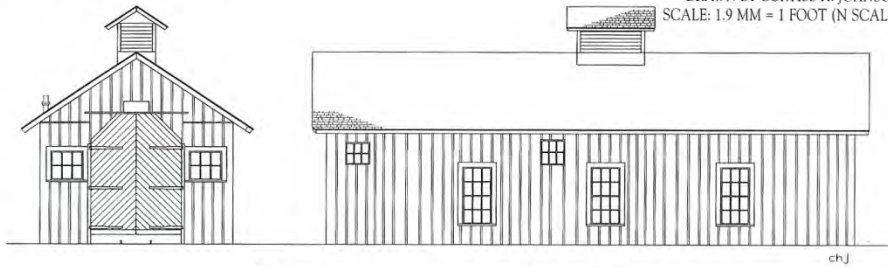
This stout, square, gallows-type "armstrong" (pushed by hand) turntable with three truss rods on each side of the frame was installed in 1905. The turntable pit was timber-lined.



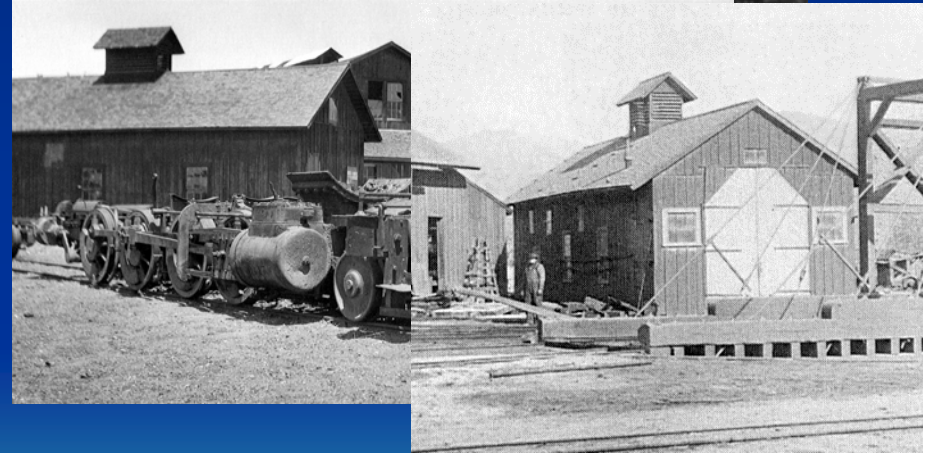
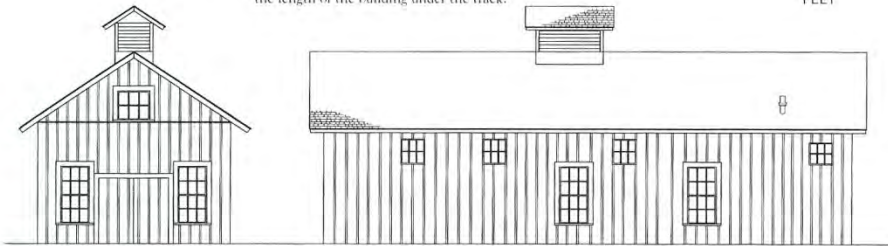
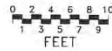
Paint Shop

THE PAINT SHOP

DRAWN BY CURTISS H. JOHNSON
SCALE: 1.9 MM = 1 FOOT (N SCALE)



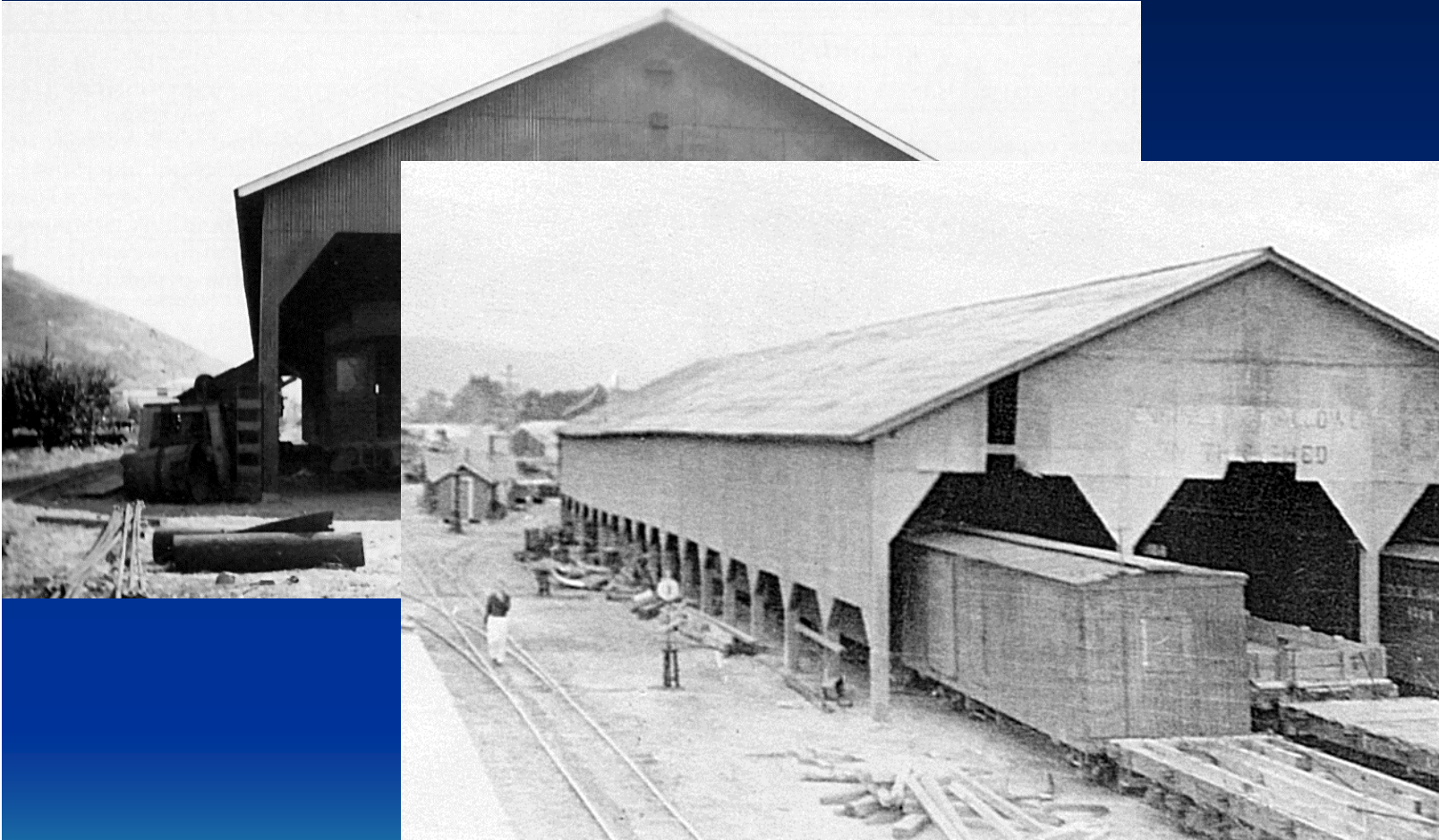
The paint shop was next to the roundhouse. The board-and-batten building was 20 feet 3 inches by 55 feet, and had large double end doors for a track from the turntable. The opposite end had smaller double doors for ventilation, and a 4- x 7-foot louvered ventilator was located on the roof ridge. The floor was wood, and the interior included a concrete pit 33 inches wide, and 40 inches deep running the length of the building under the track.



Car Barn



Car Barn



Car Barn

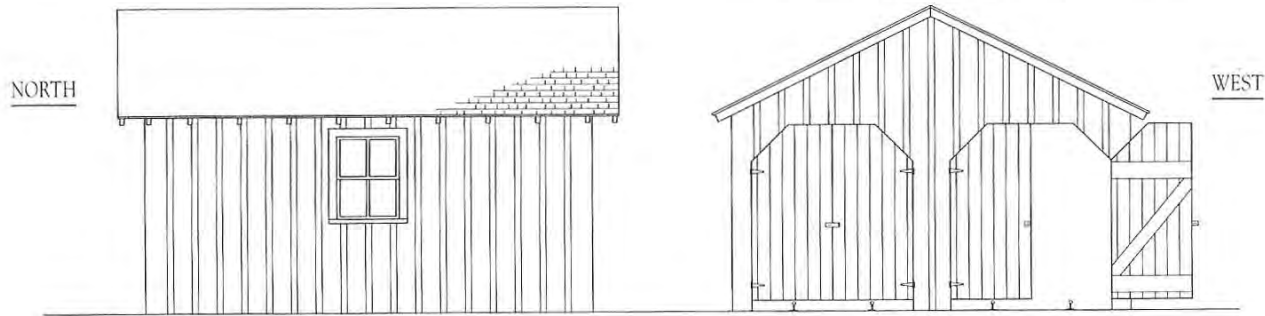


Hand Car House

THE HAND CAR HOUSE

DRAWN BY CURTISS H. JOHNSON
DIMENSIONS ESTIMATED FROM PHOTOS
SCALE: 3.5 MM = 1 FOOT (HO SCALE)

This two-stall hand car house was located at the north end of the yard on South Street. The structure was covered with board-and-batten siding. The roof was covered with wood shingles. Only the north and west elevations are shown; the south and east elevations were similar but had no openings.

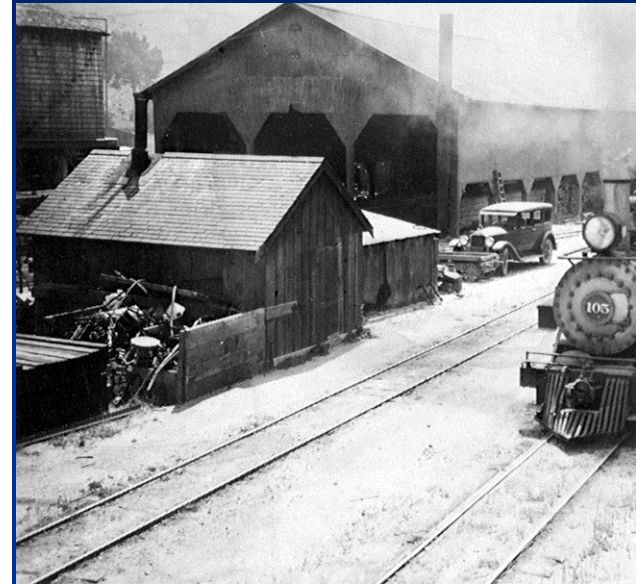
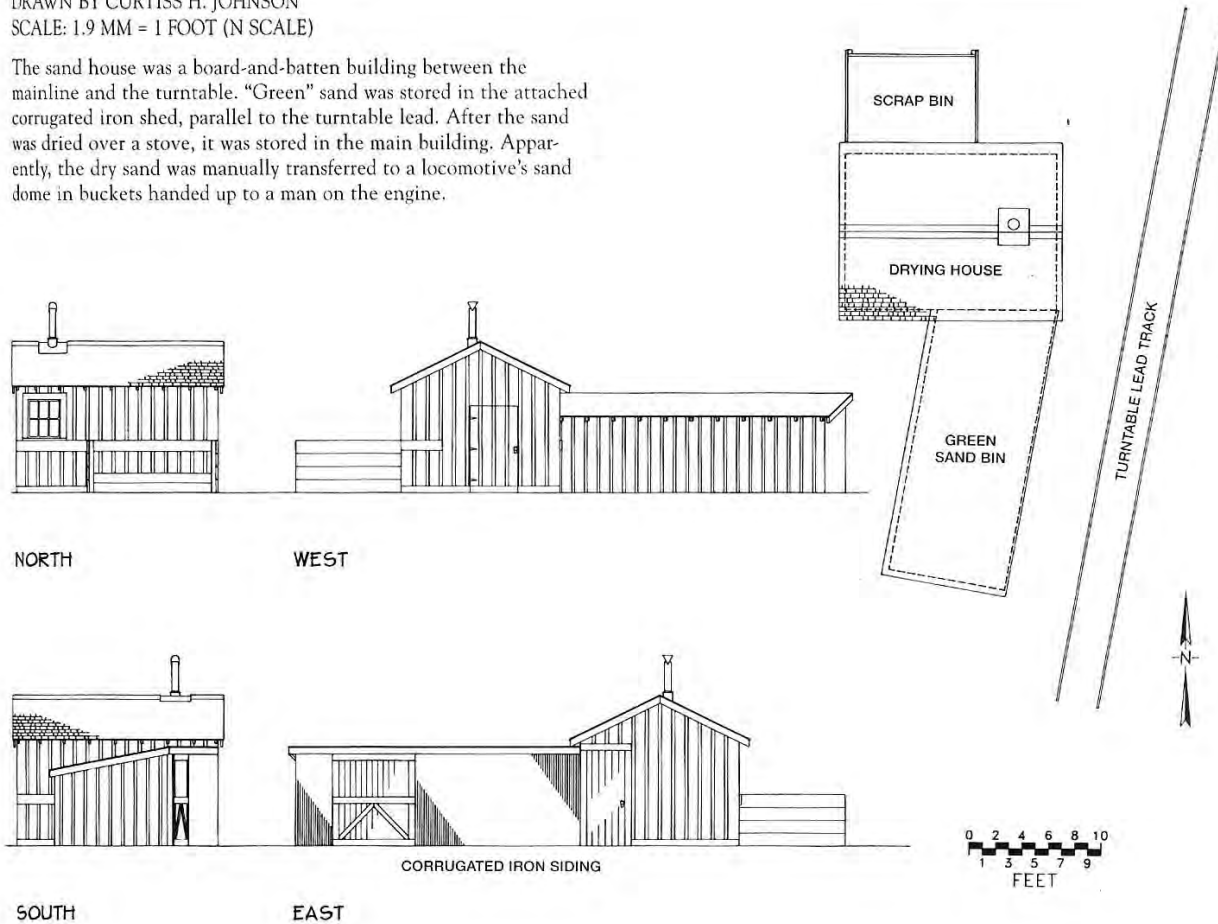


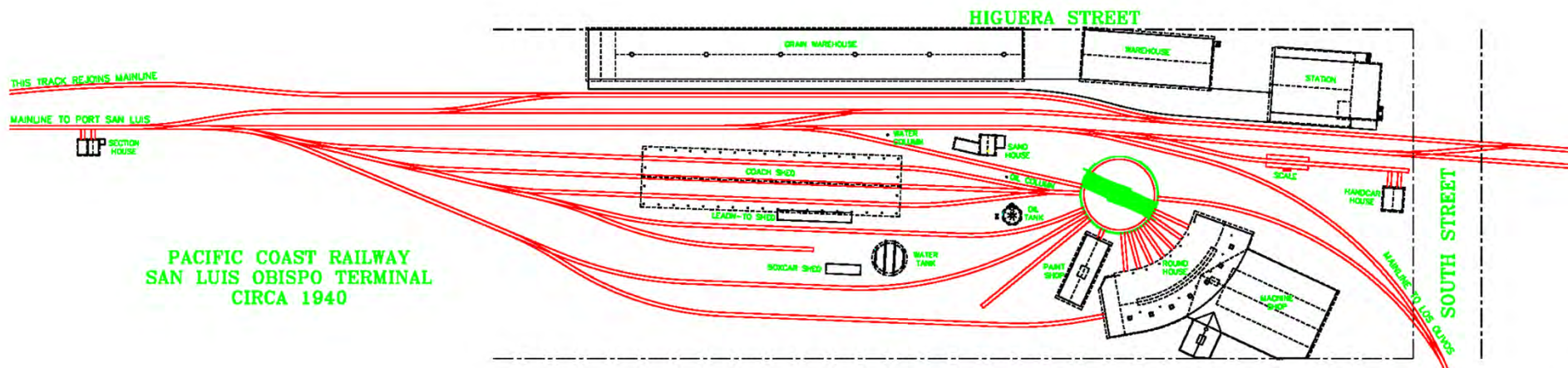
Sand House

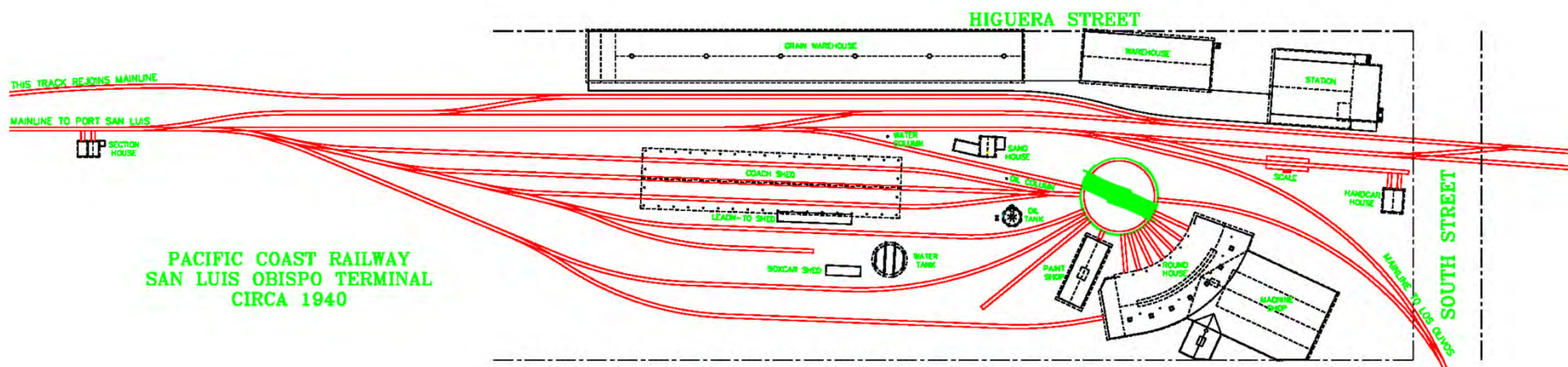
THE SAND HOUSE

DRAWN BY CURTISS H. JOHNSON
SCALE: 1.9 MM = 1 FOOT (N SCALE)

The sand house was a board-and-batten building between the mainline and the turntable. "Green" sand was stored in the attached corrugated iron shed, parallel to the turntable lead. After the sand was dried over a stove, it was stored in the main building. Apparently, the dry sand was manually transferred to a locomotive's sand dome in buckets handed up to a man on the engine.

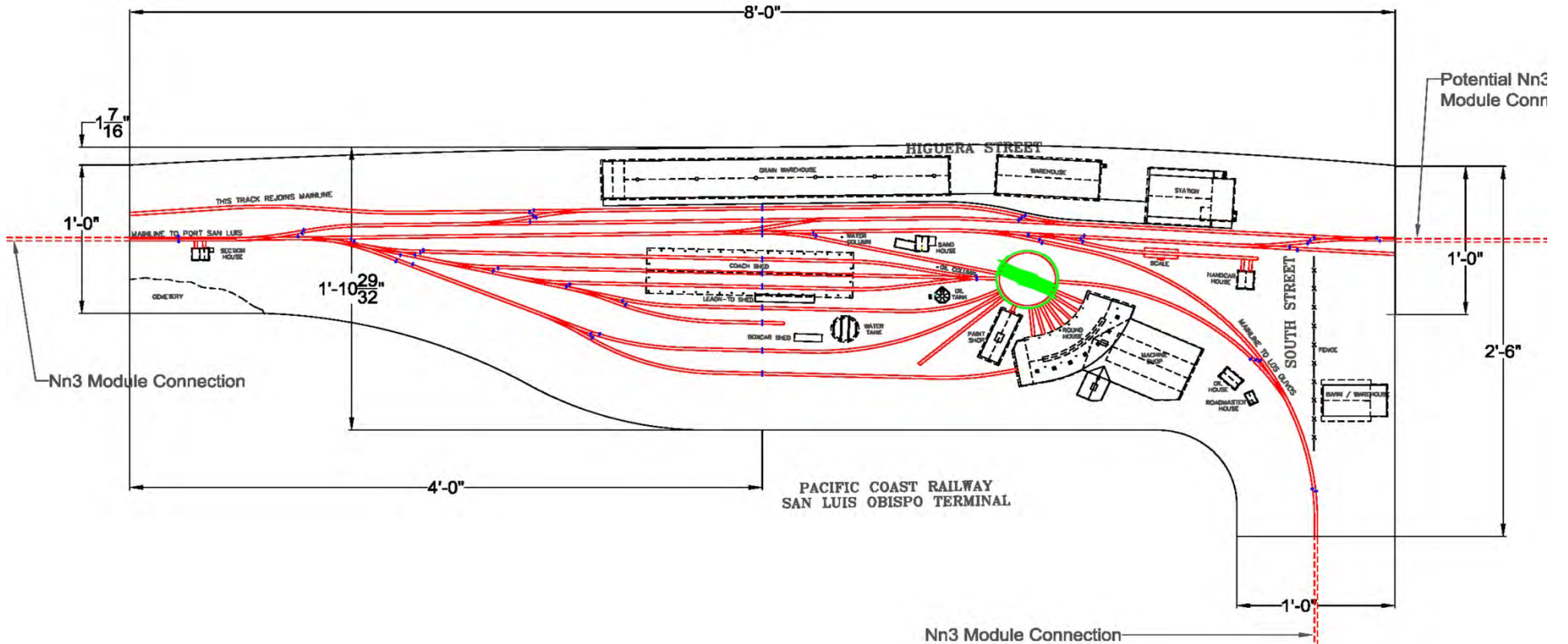
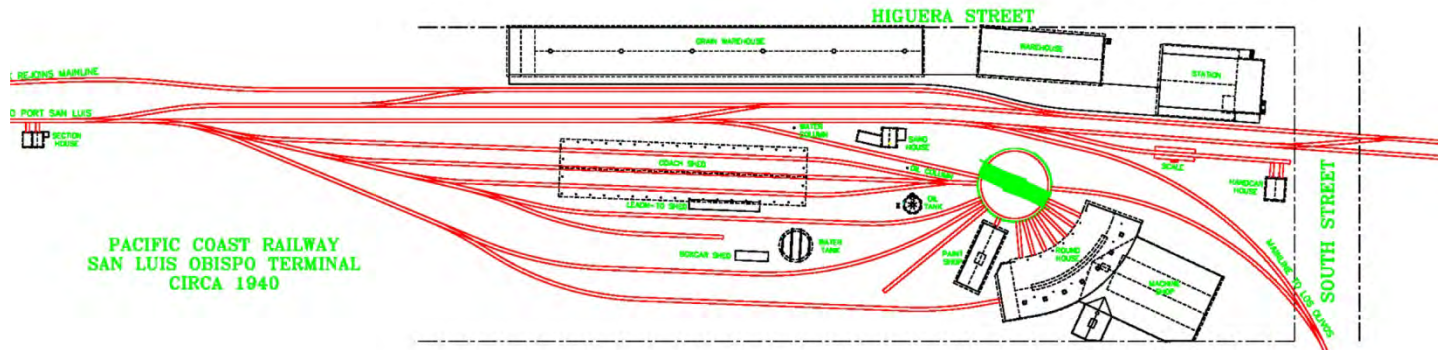






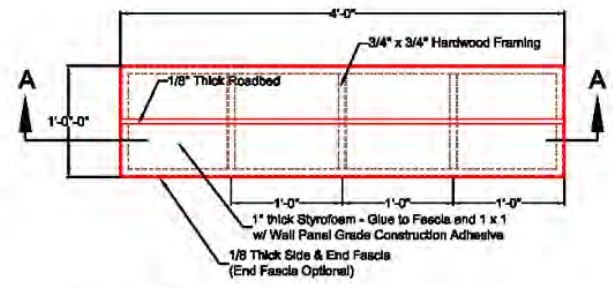
PACIFIC COAST RAILWAY
 SAN LUIS OBISPO TERMINAL
 CIRCA 1940

1260'
 8 feet in N scale

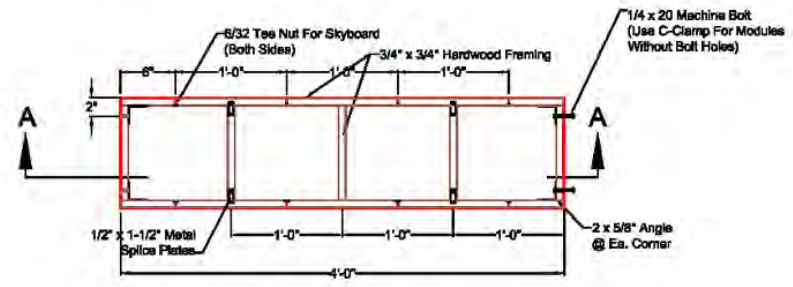


Modeling The Pacific Coast Railway's
San Luis Obispo Facilities

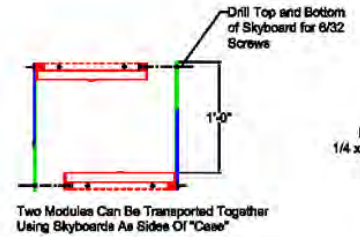
"Ultralight" Nn3 Modules



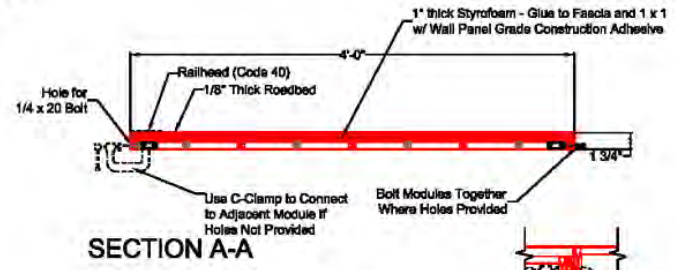
TOP PLAN VIEW



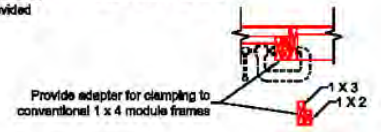
BOTTOM VIEW



END VIEW

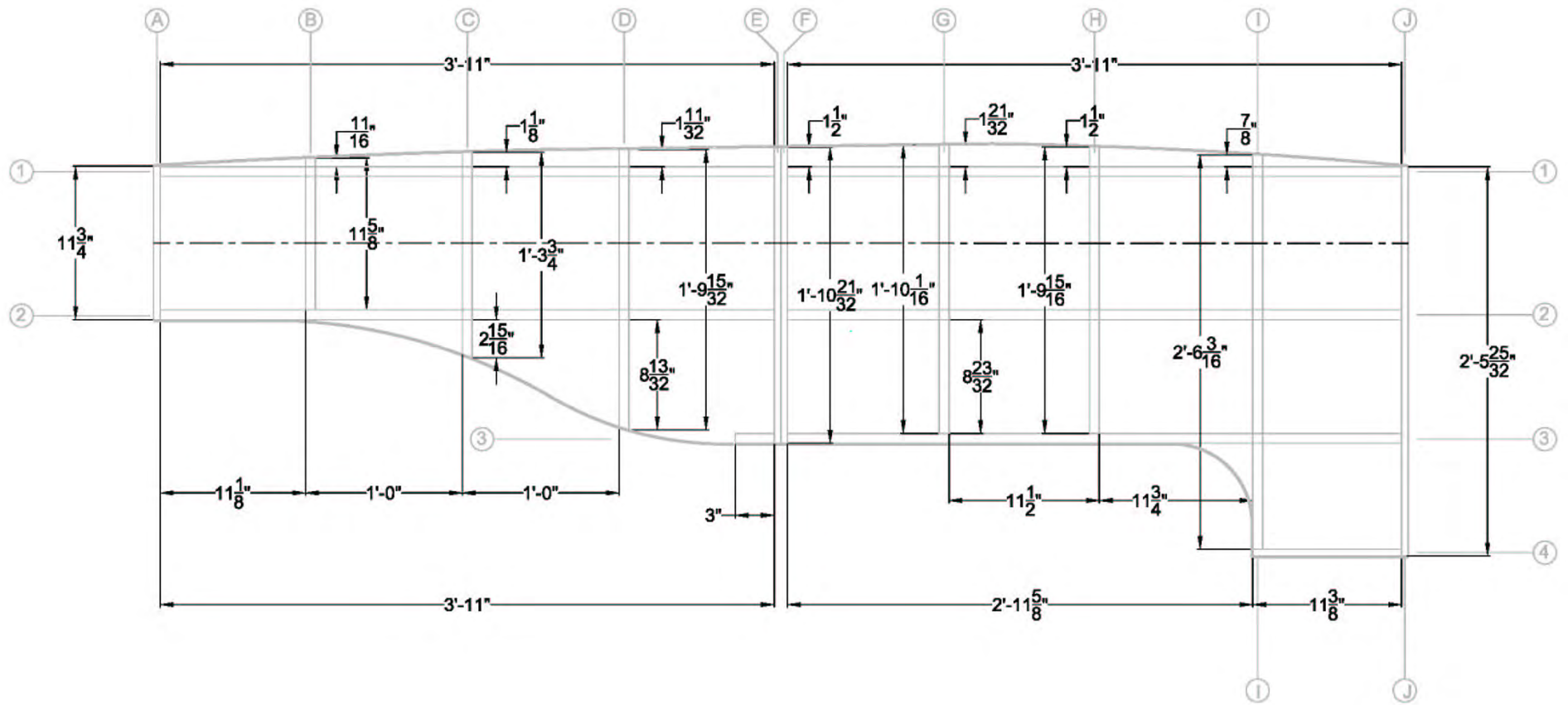


SECTION A-A



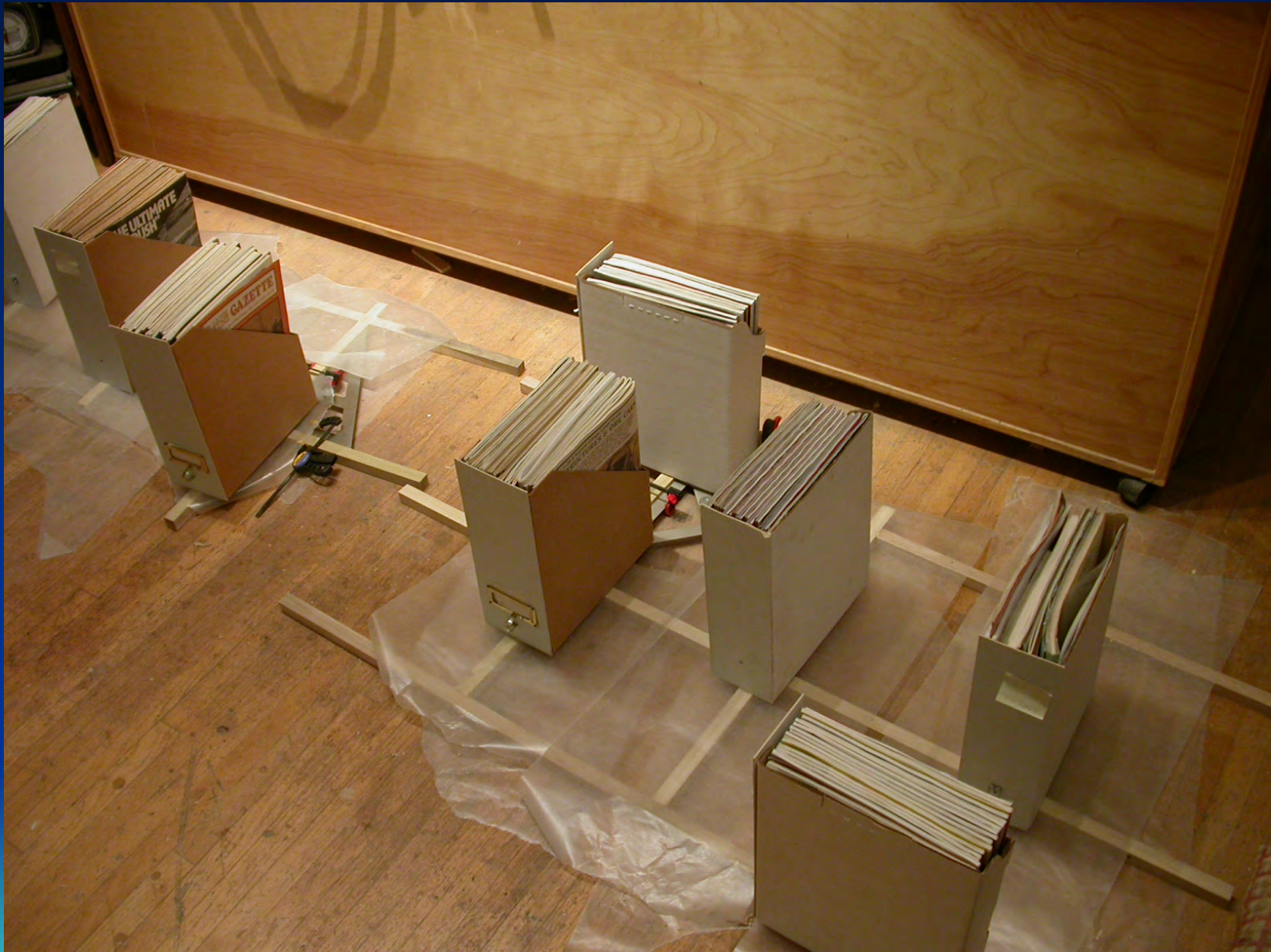
"ULTRA-LIGHT" Nn3 MODULE

T. R. Knapp
1/15/2003





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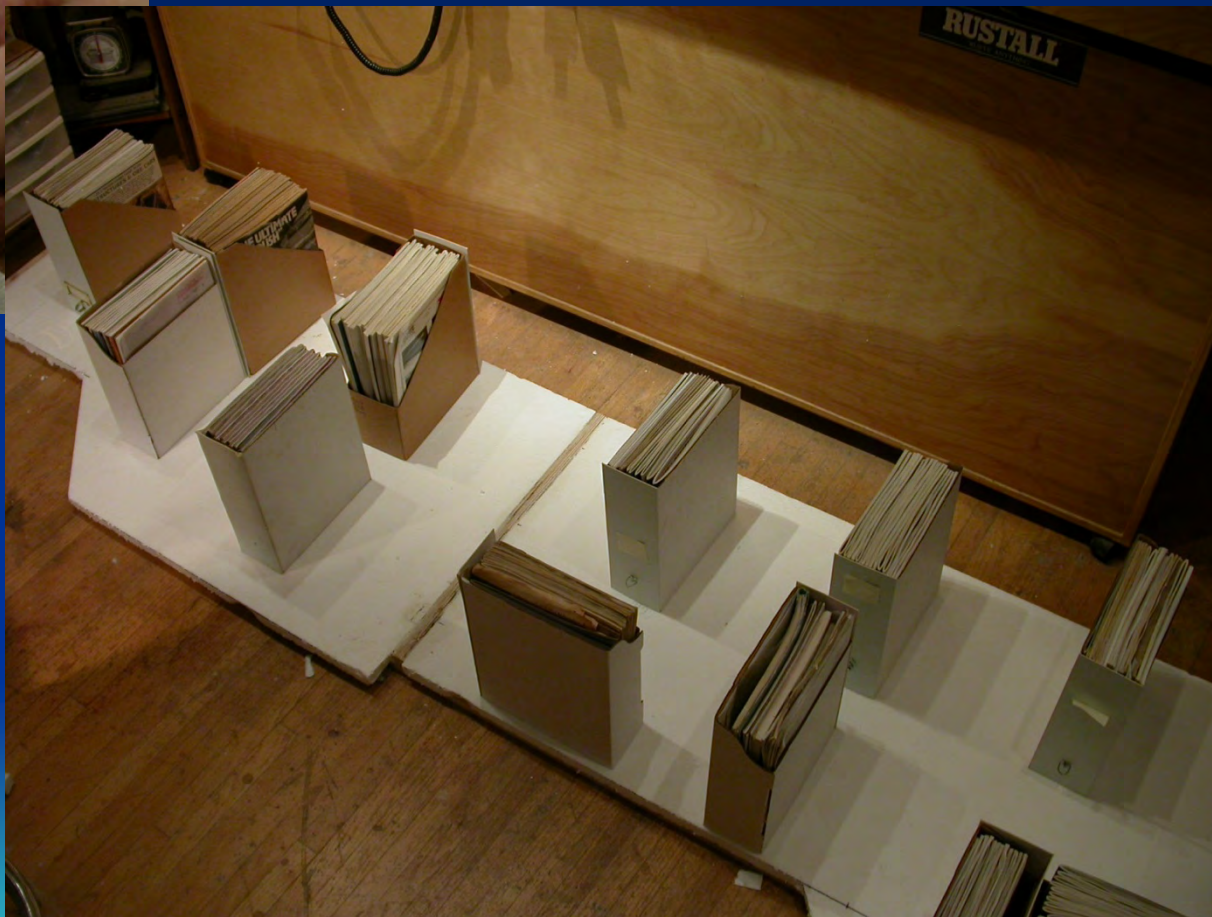


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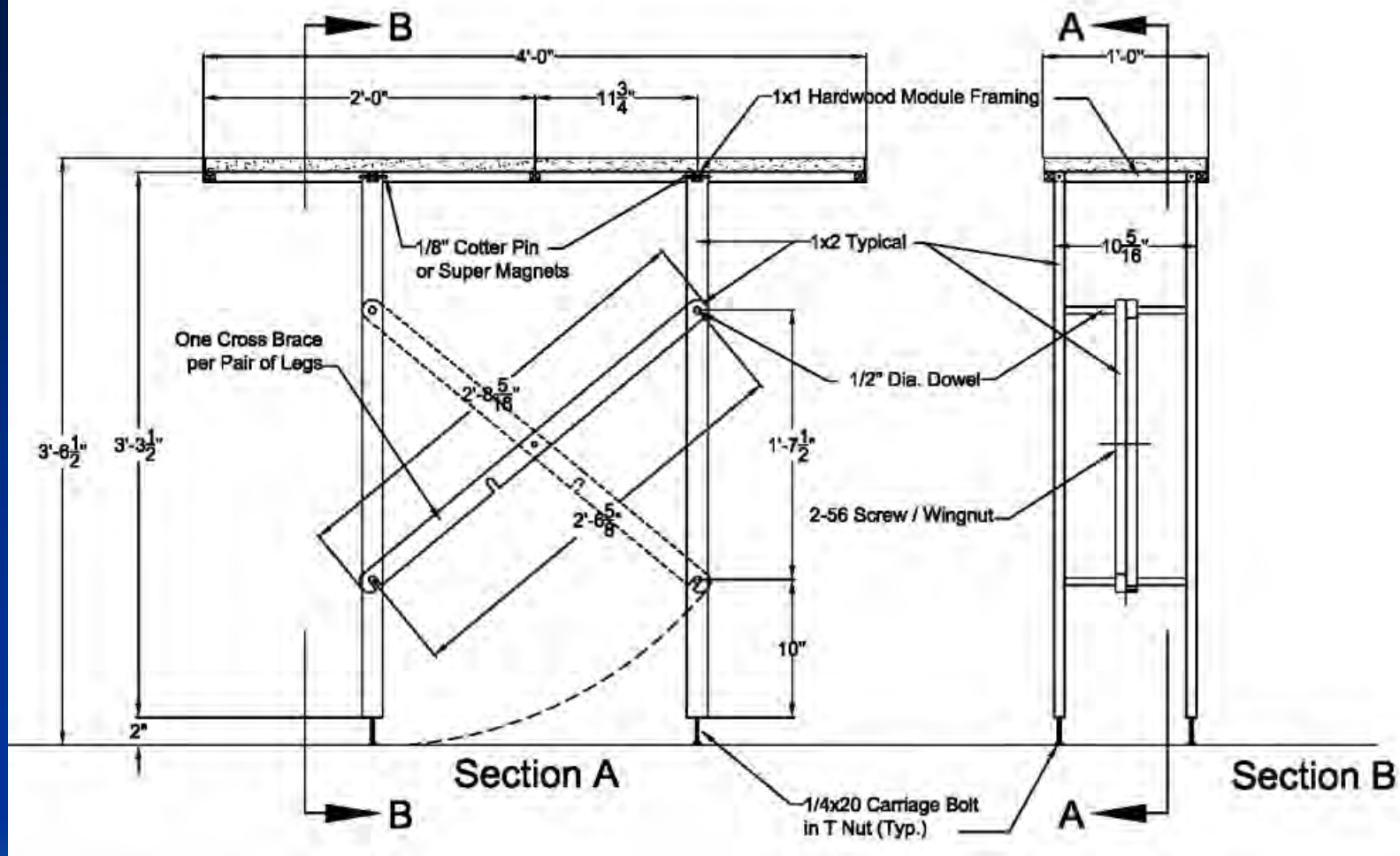




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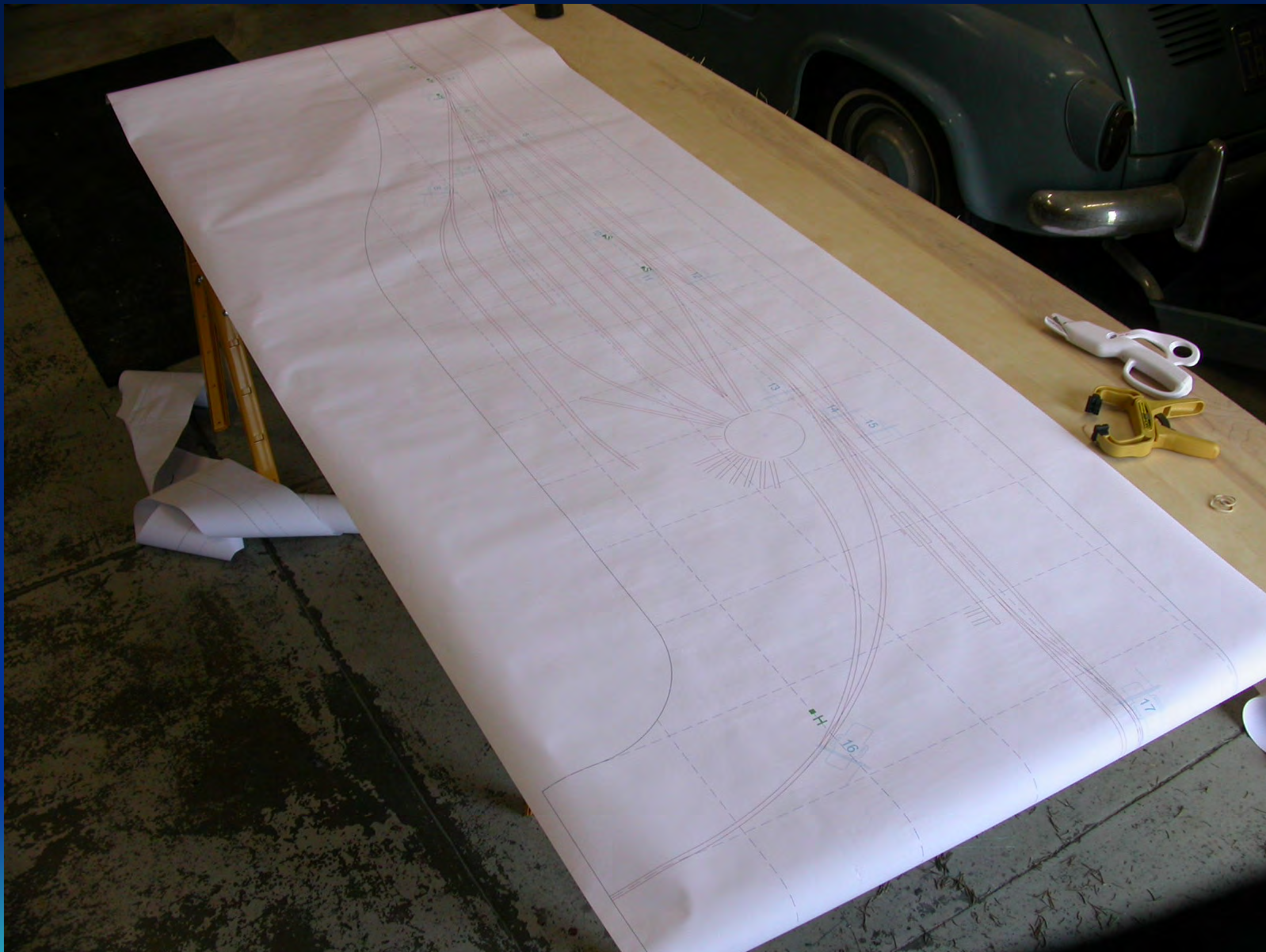


Modeling The Pacific Coast Railway's
San Luis Obispo Facilities



“Ultralight” Module Legs





Modeling The Pacific Coast Railway's
San Luis Obispo Facilities



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FSC Trademark © 1996
Forest Stewardship
Council A.C.



70% MIN

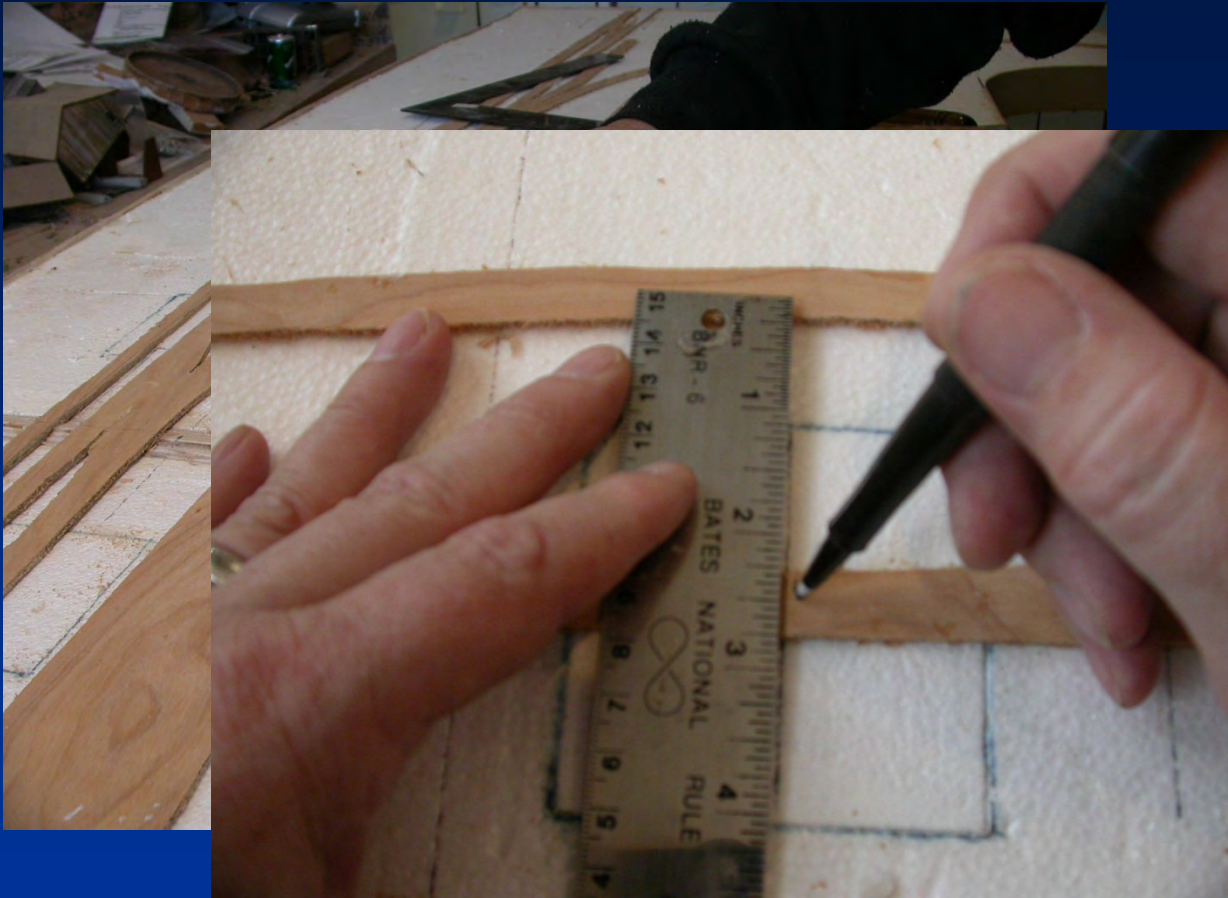
AT LEAST 70% OF THE WOOD USED IN
MAKING THIS PRODUCT LINE COMES
FROM FSC-CERTIFIED FORESTS.



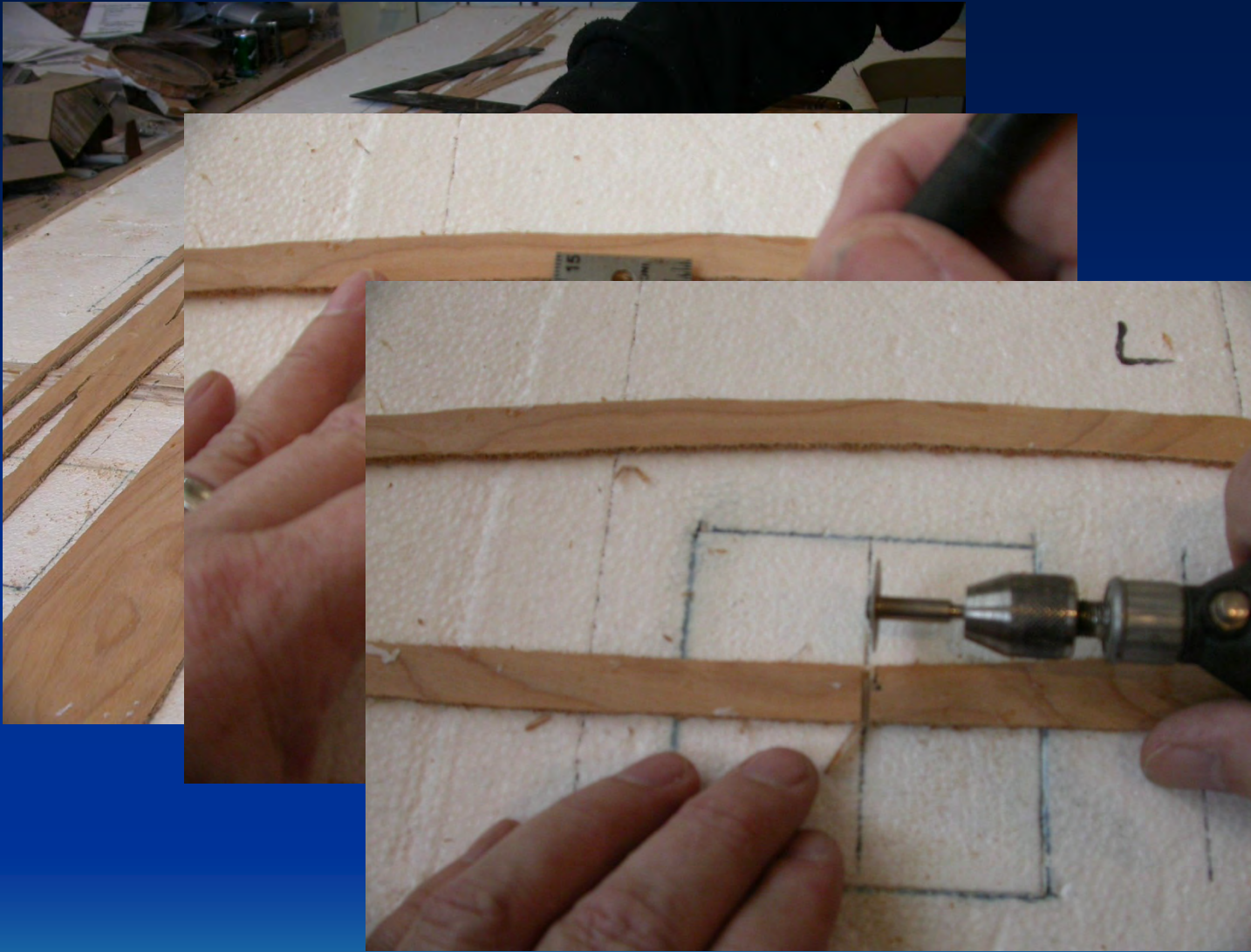
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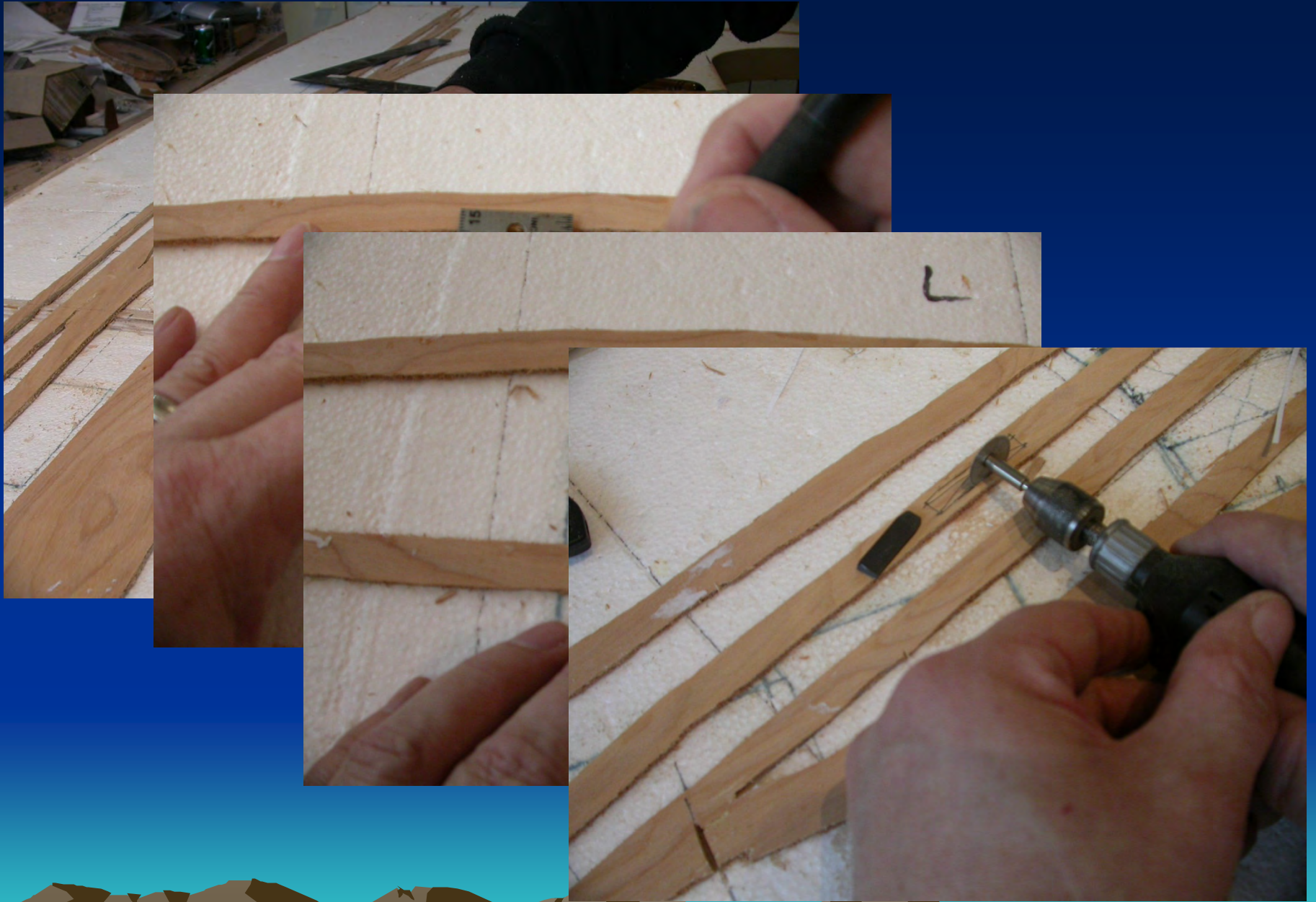


otos



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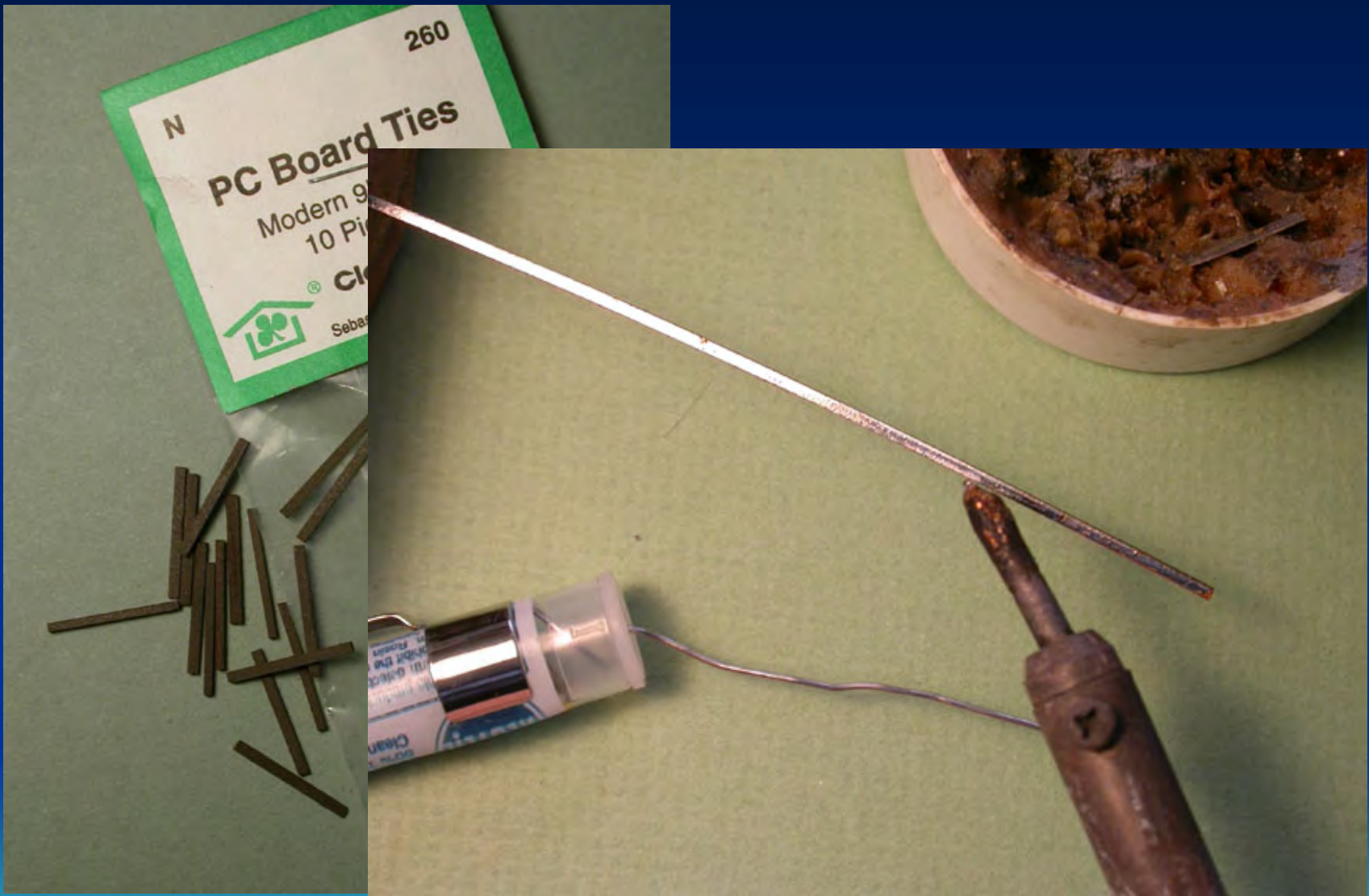


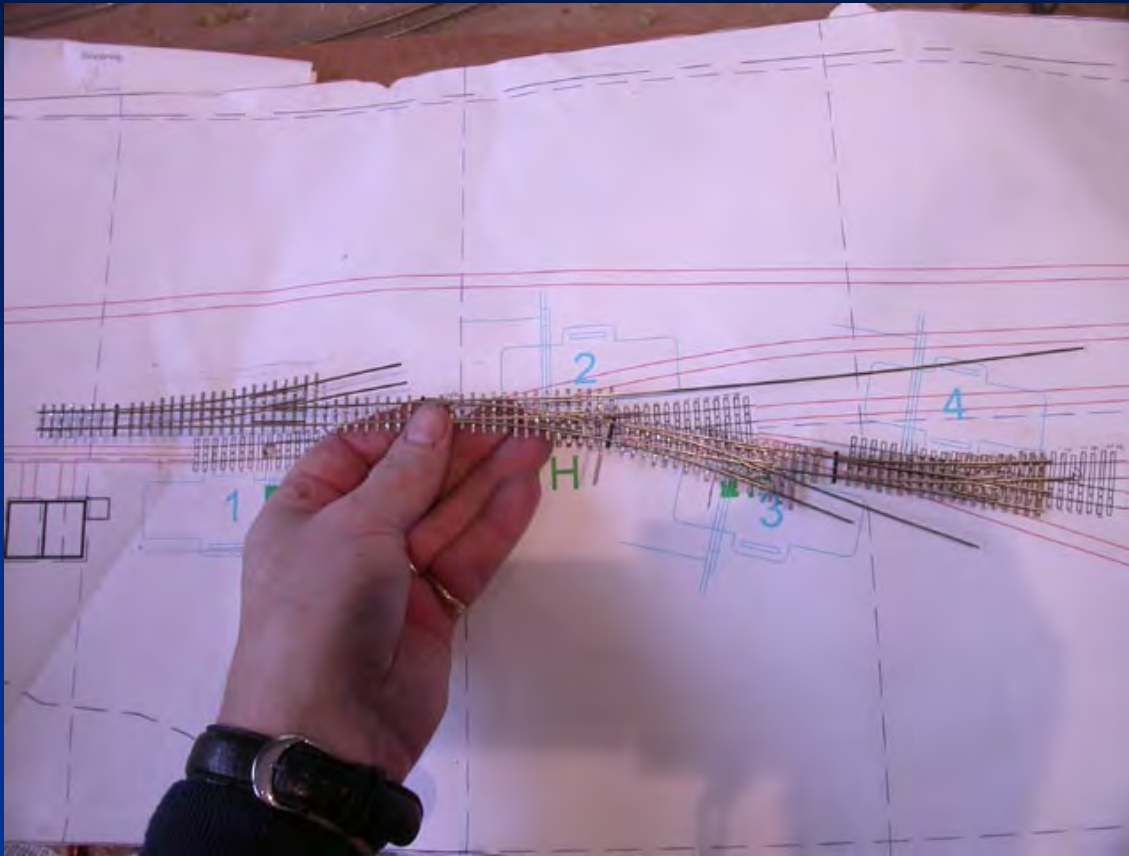
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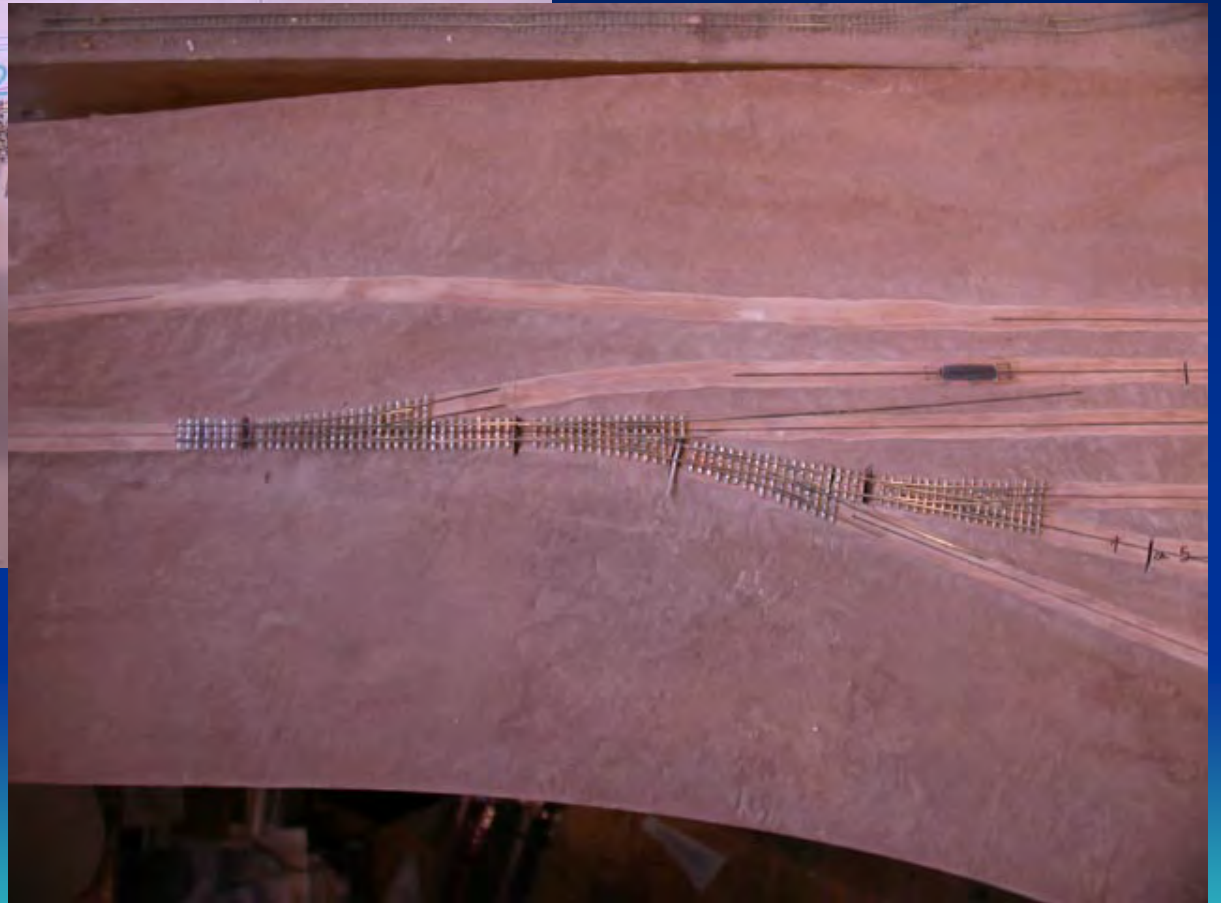
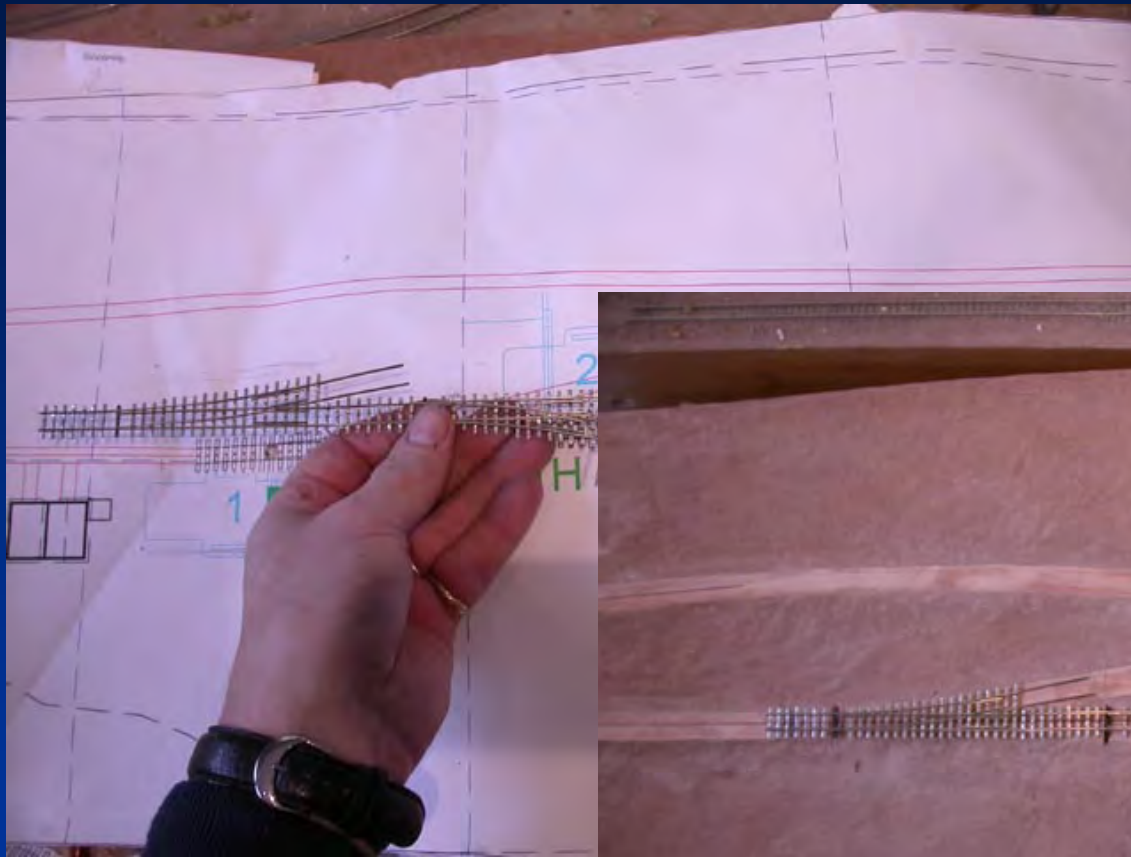
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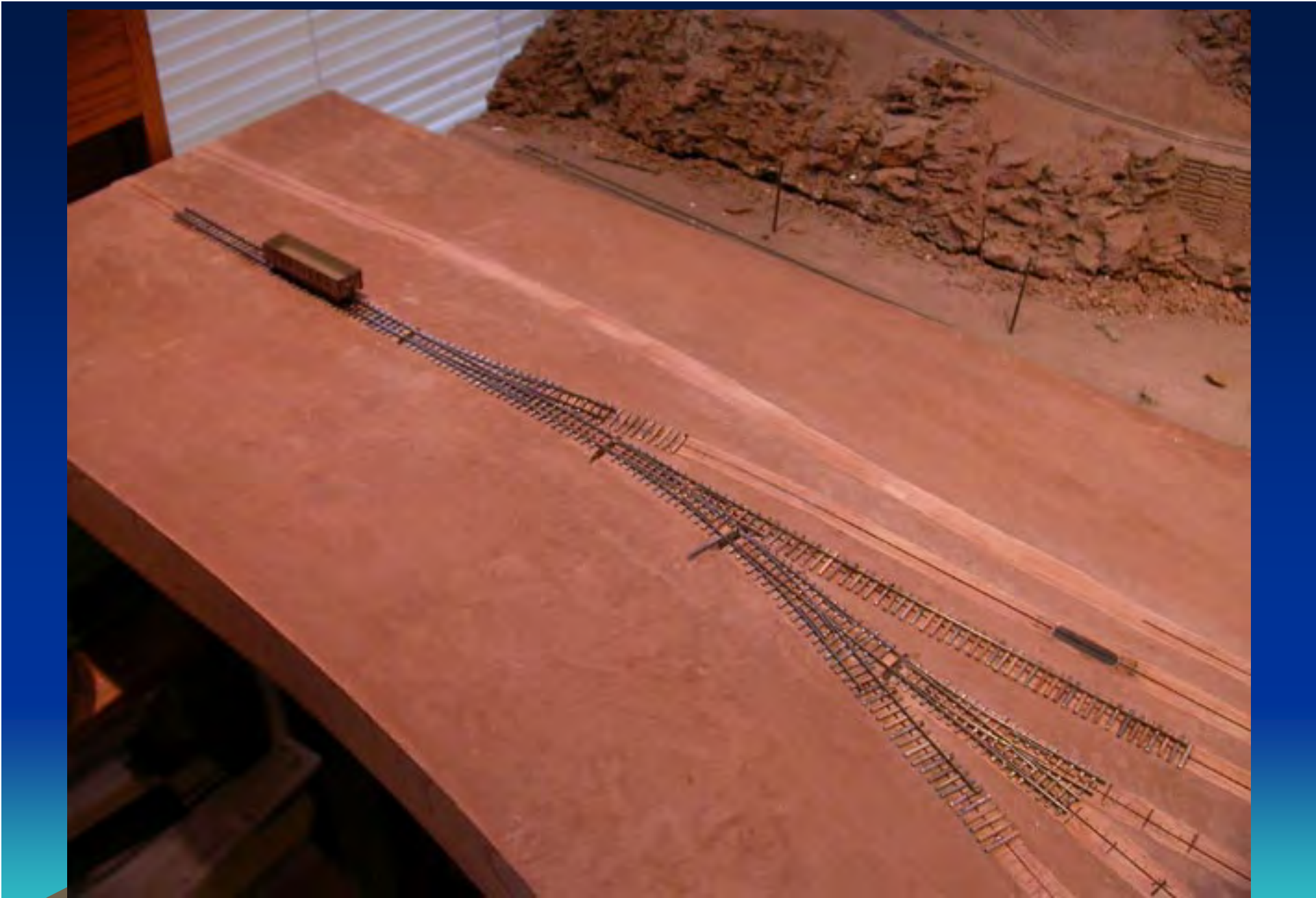




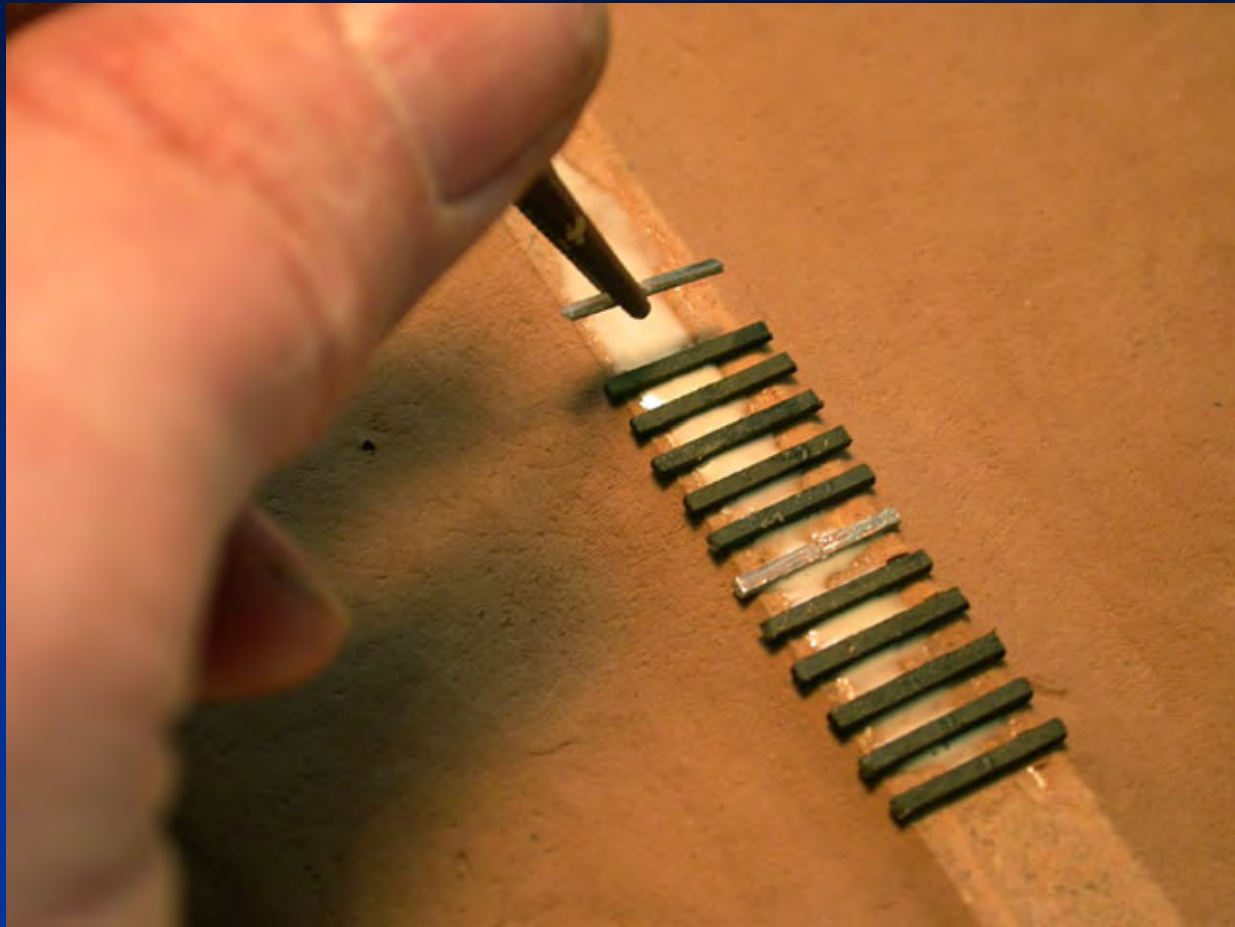
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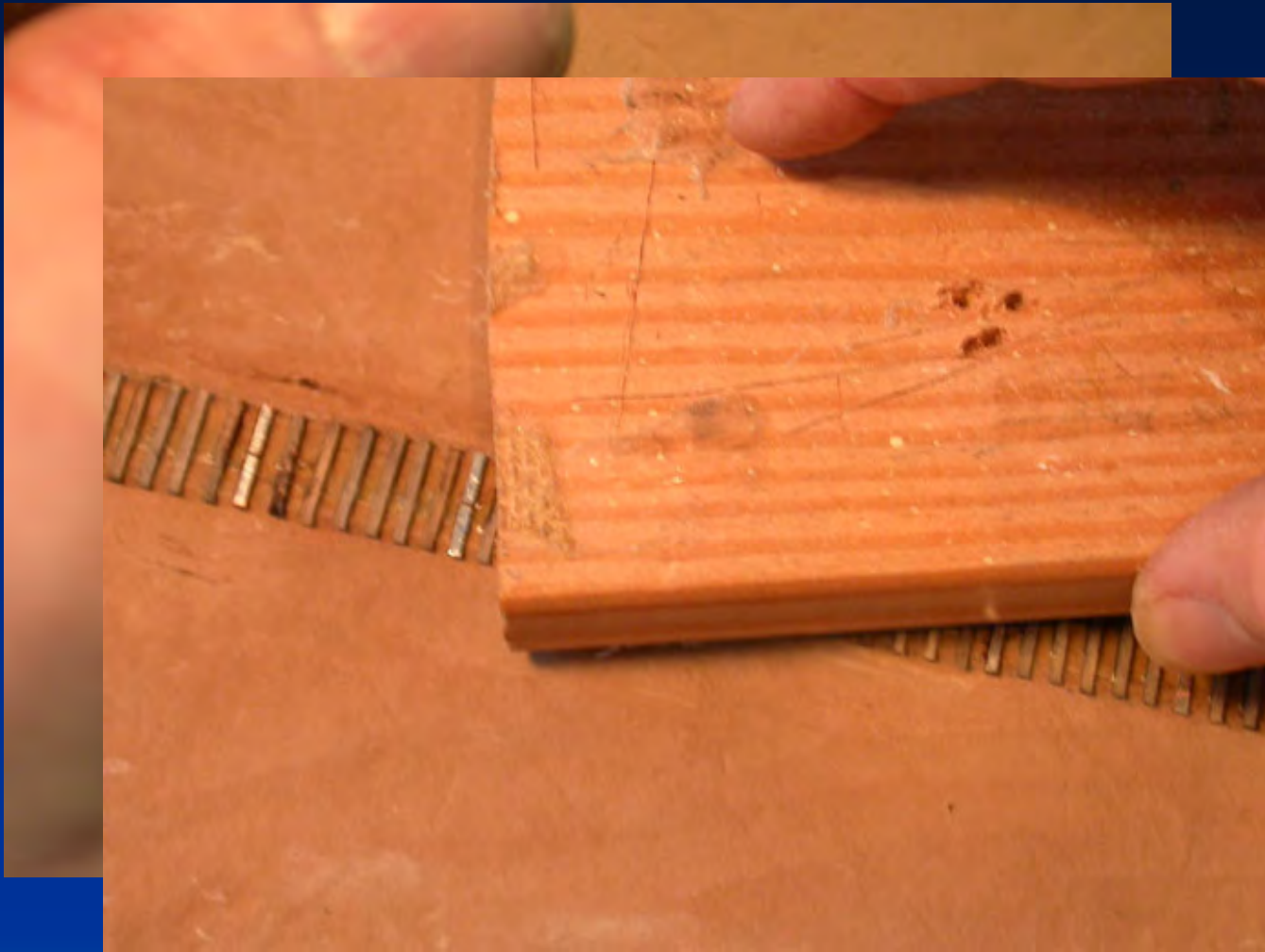
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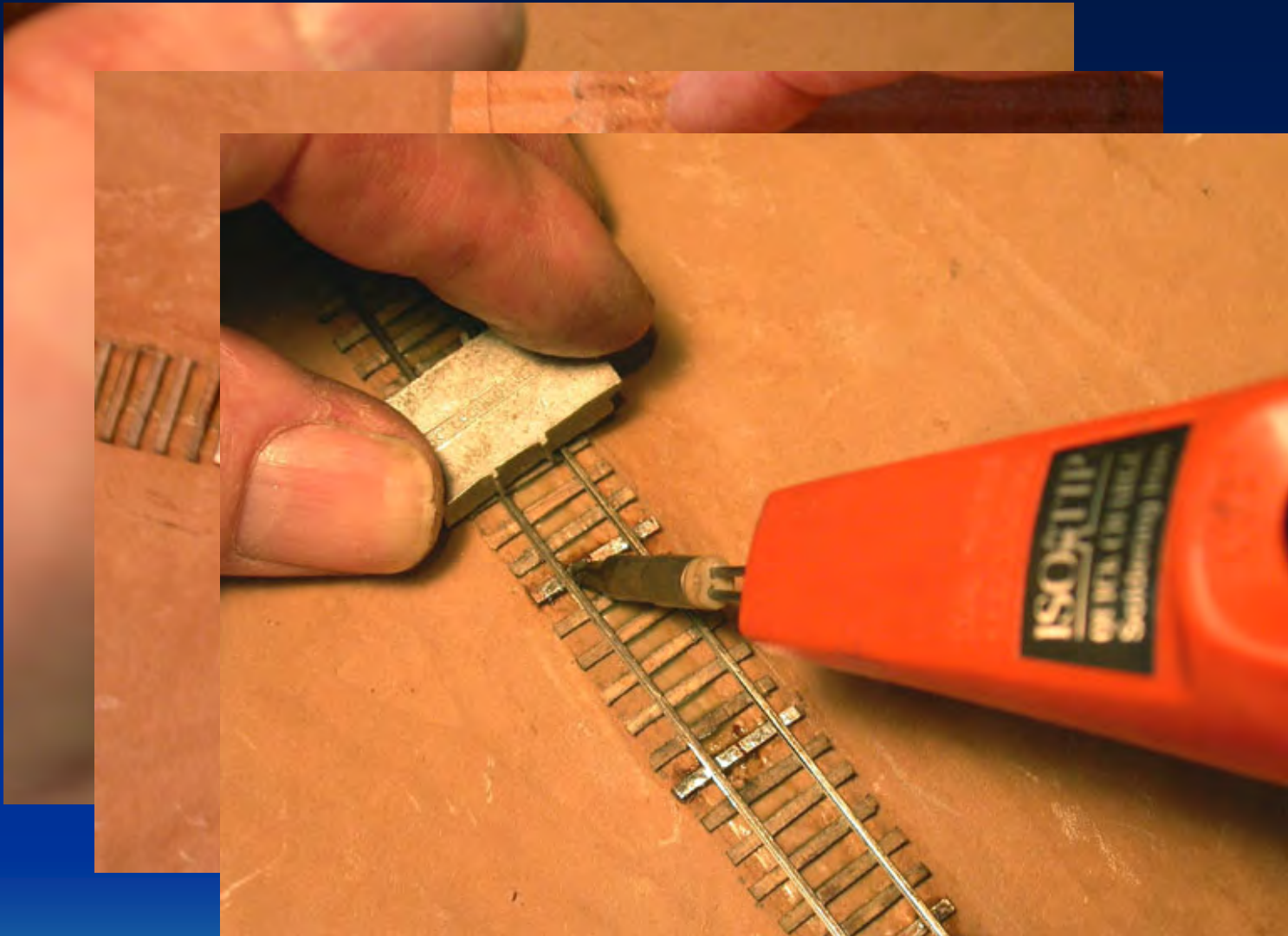


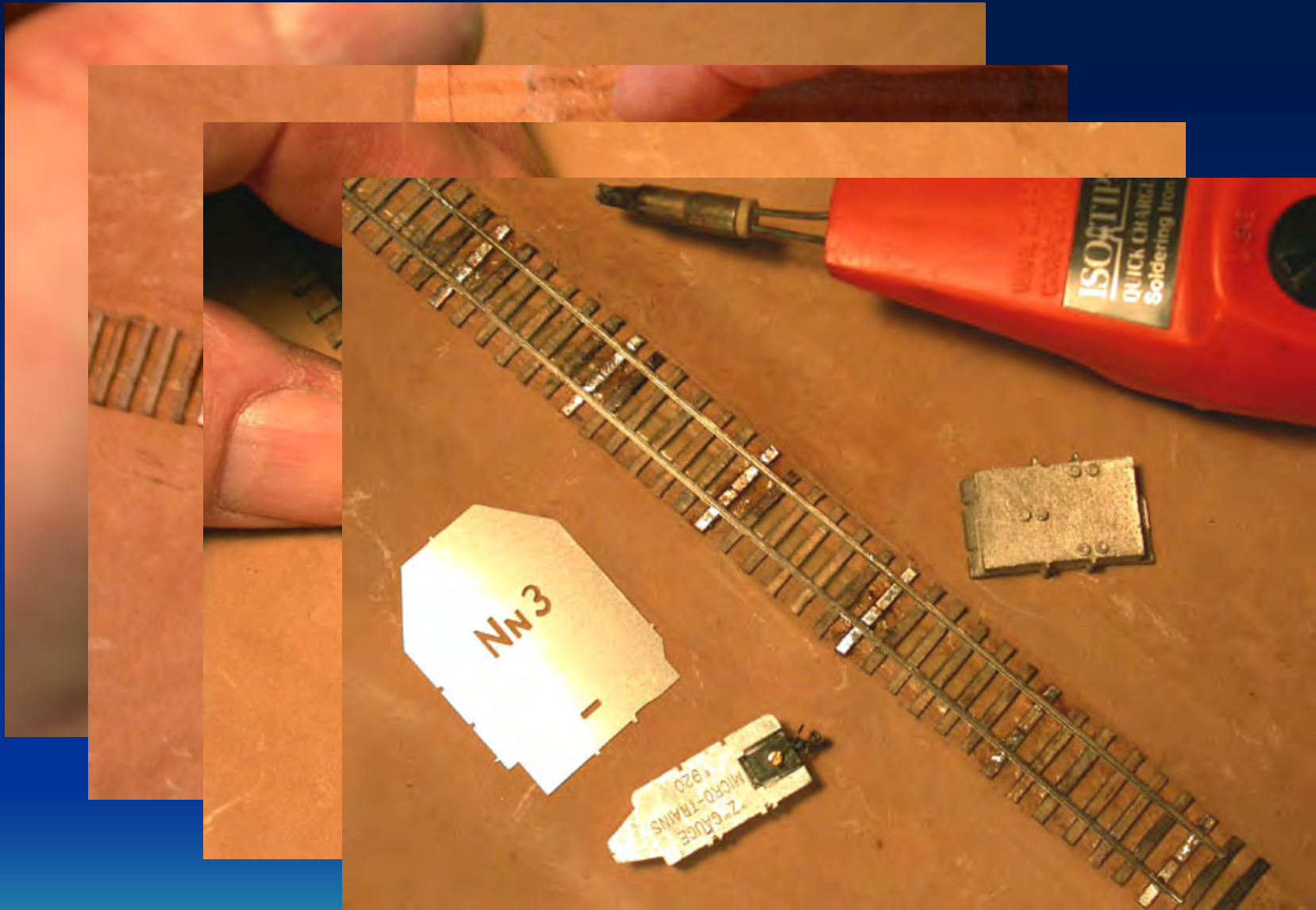
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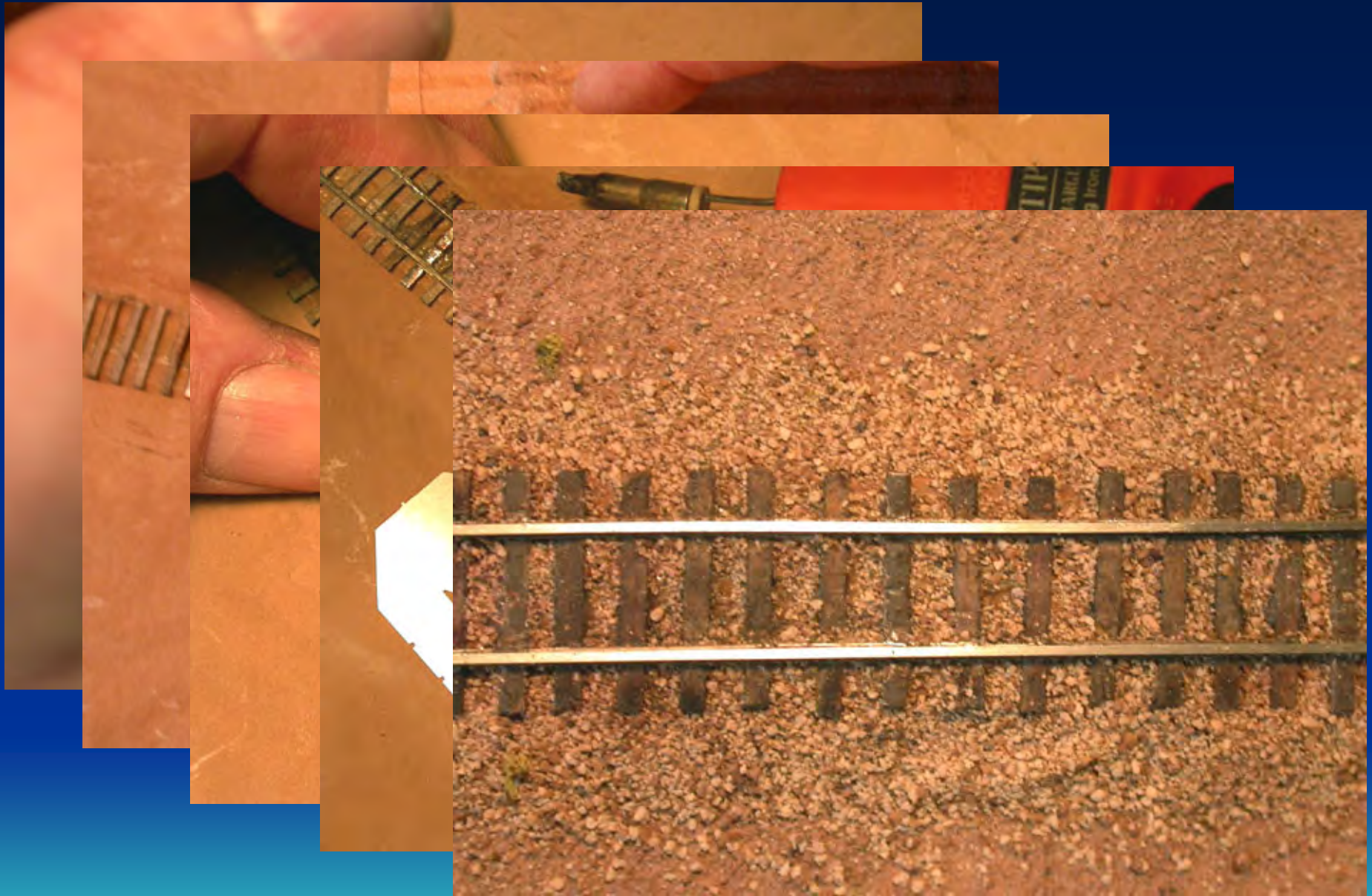


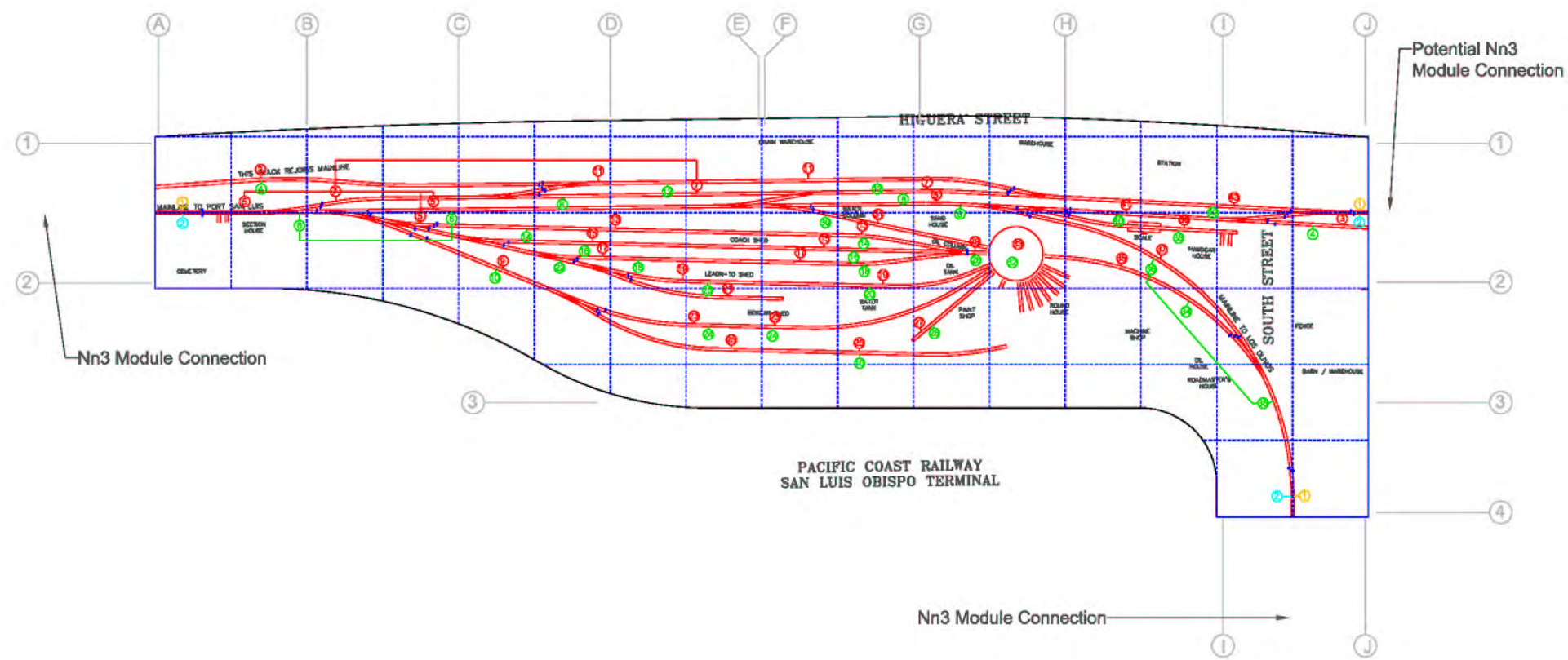
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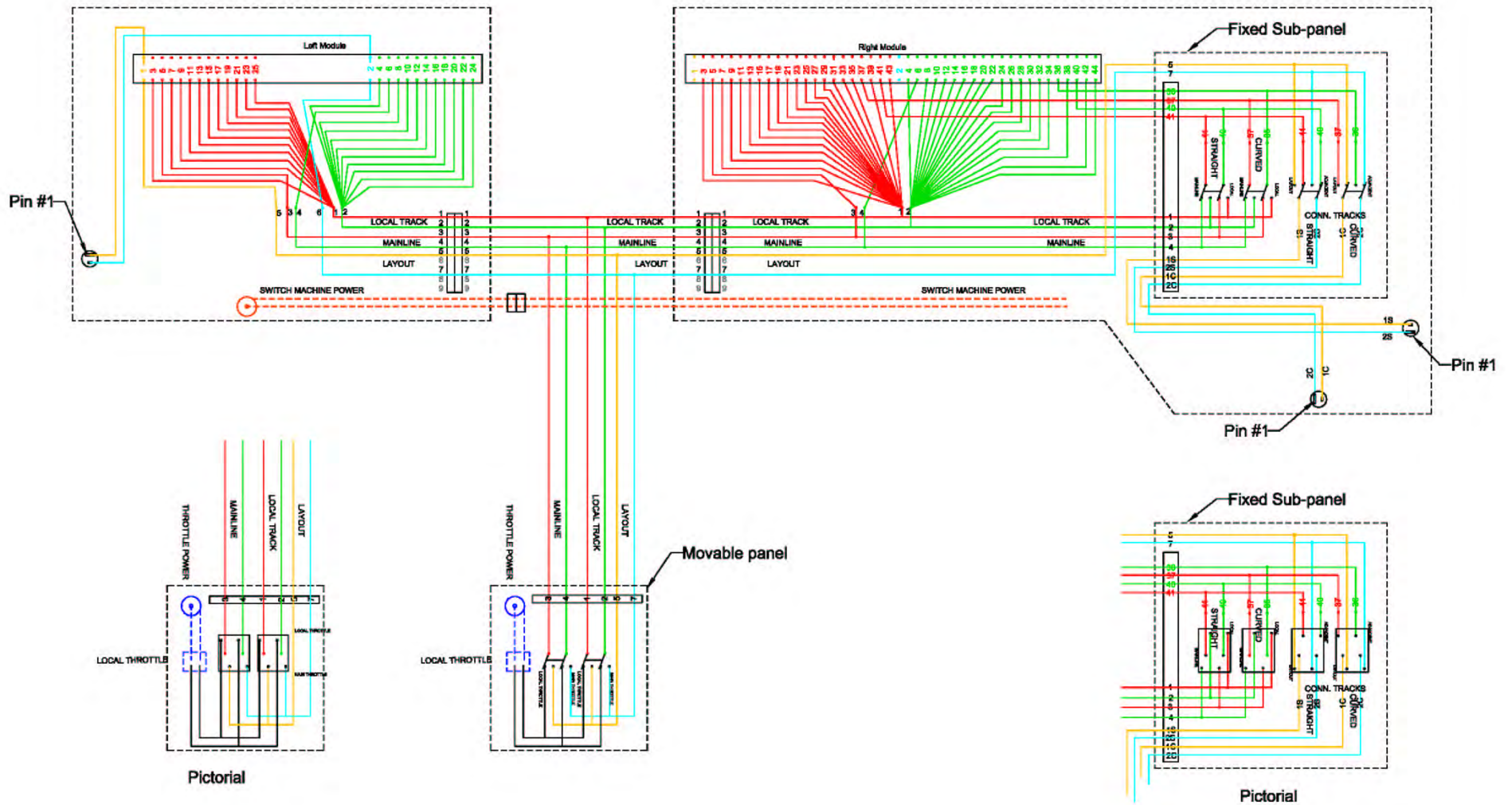


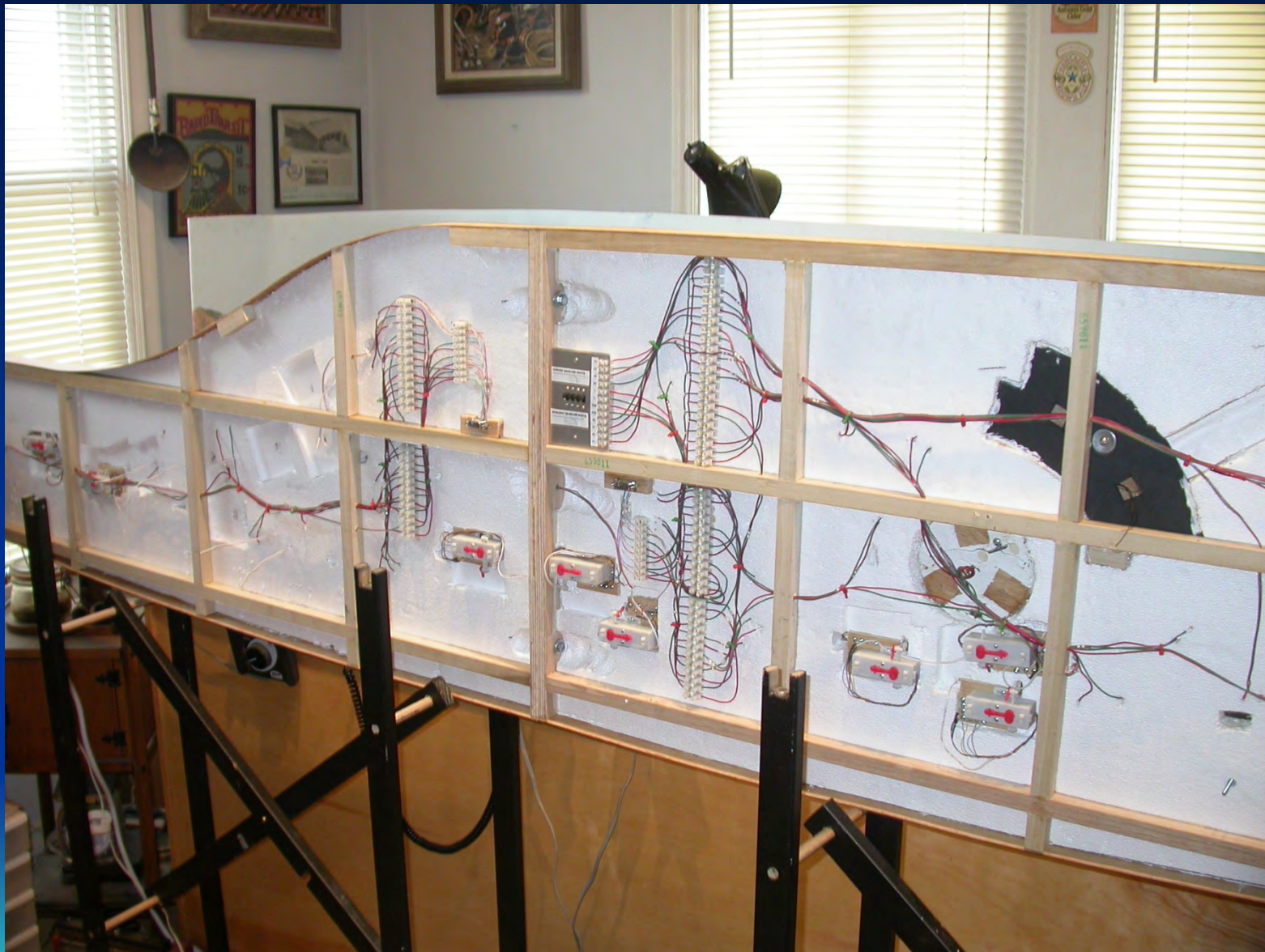




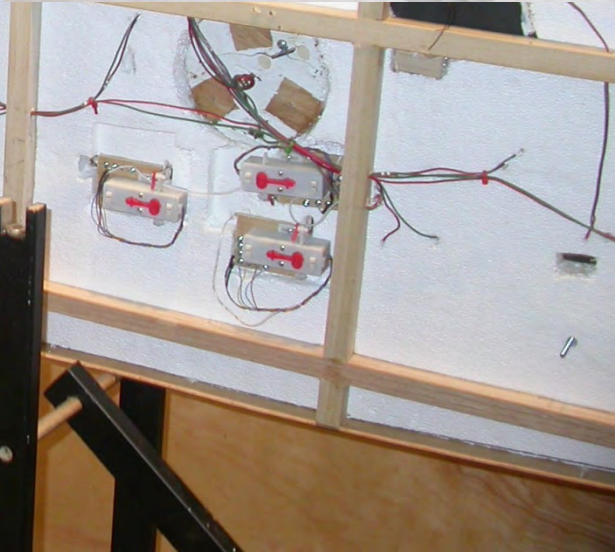
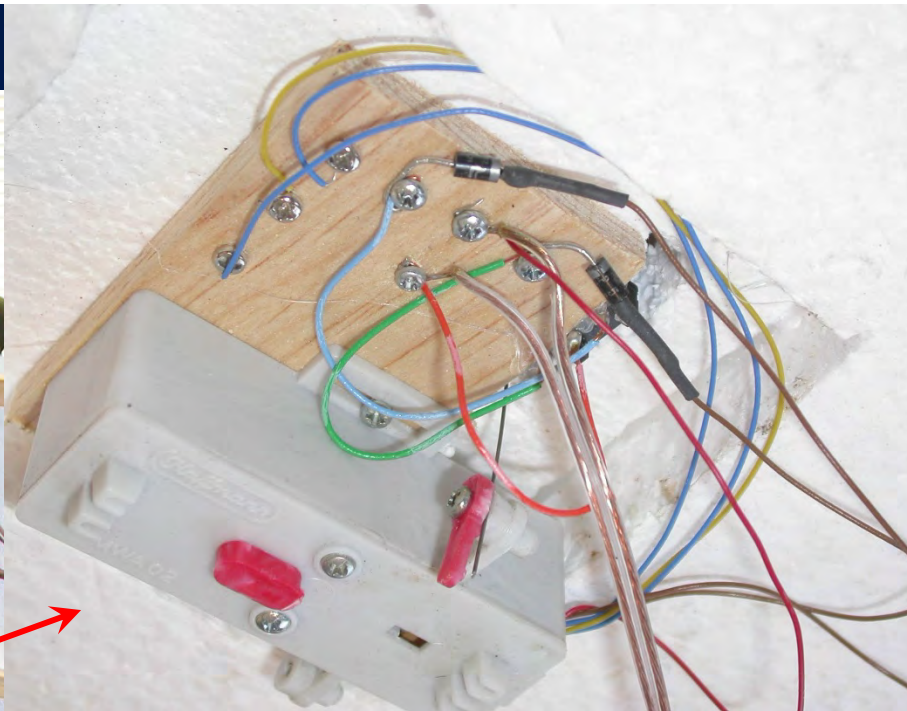
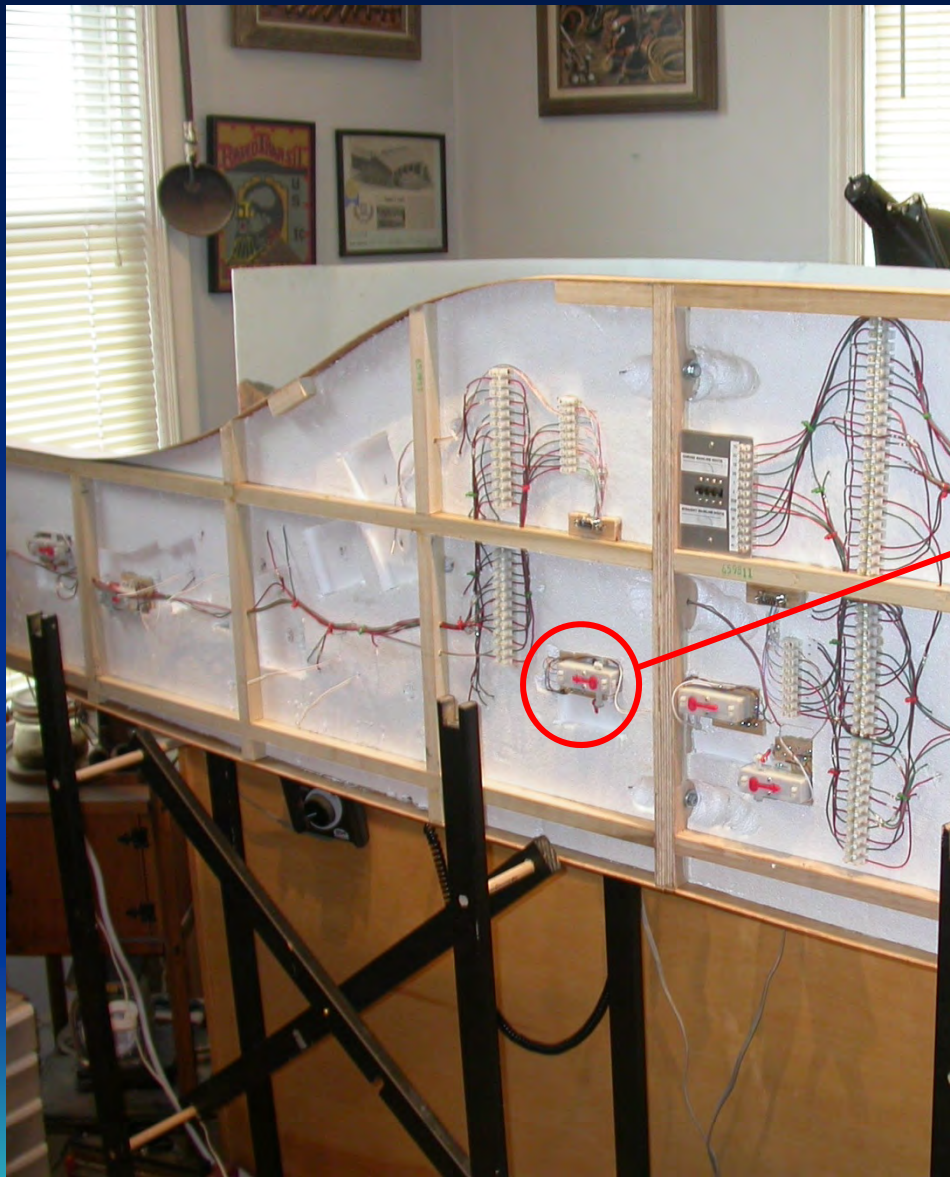








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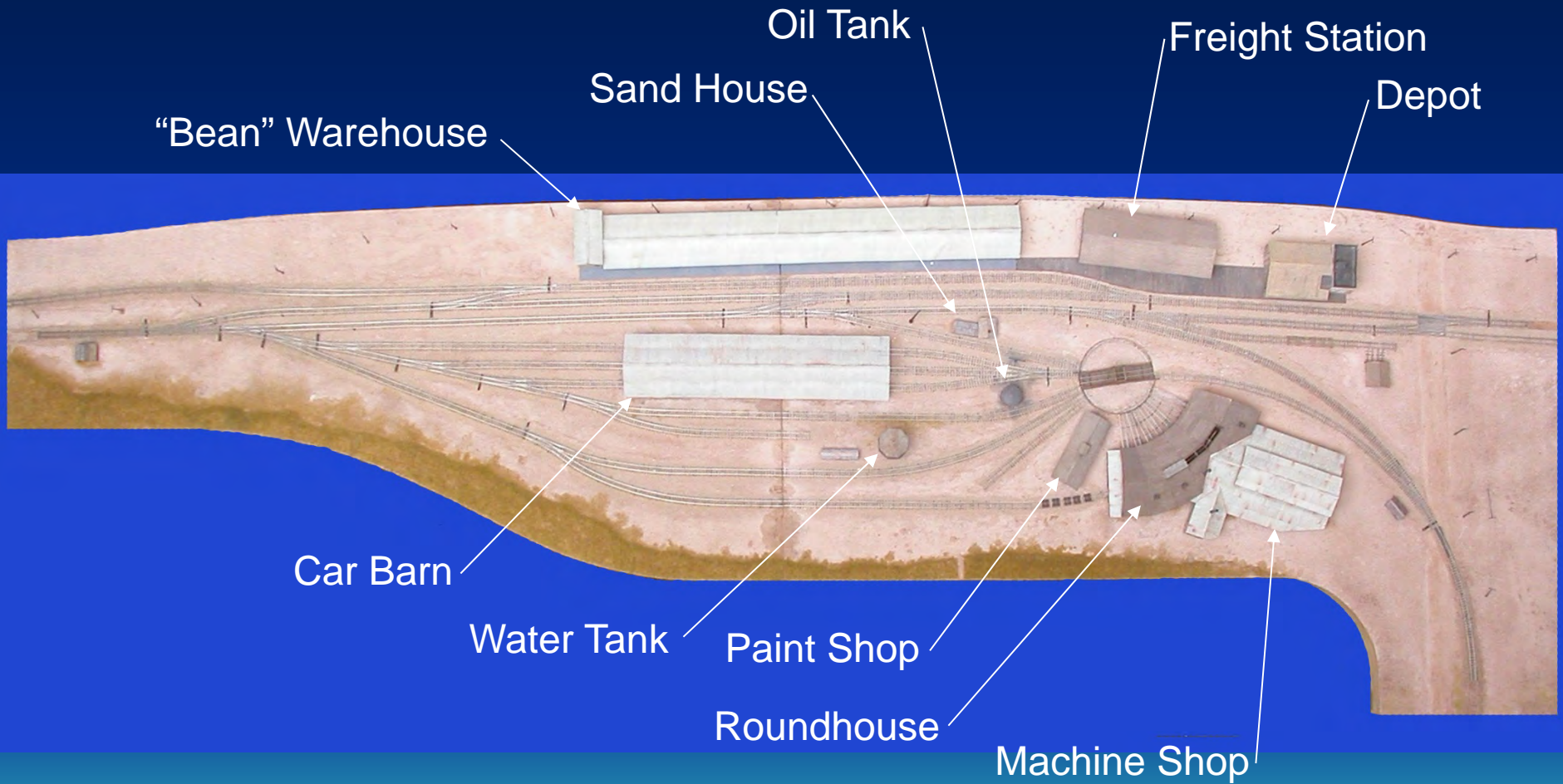
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Aerial View of Completed Modules



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Aerial View of Completed Modules





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PCR-NMRA 2006

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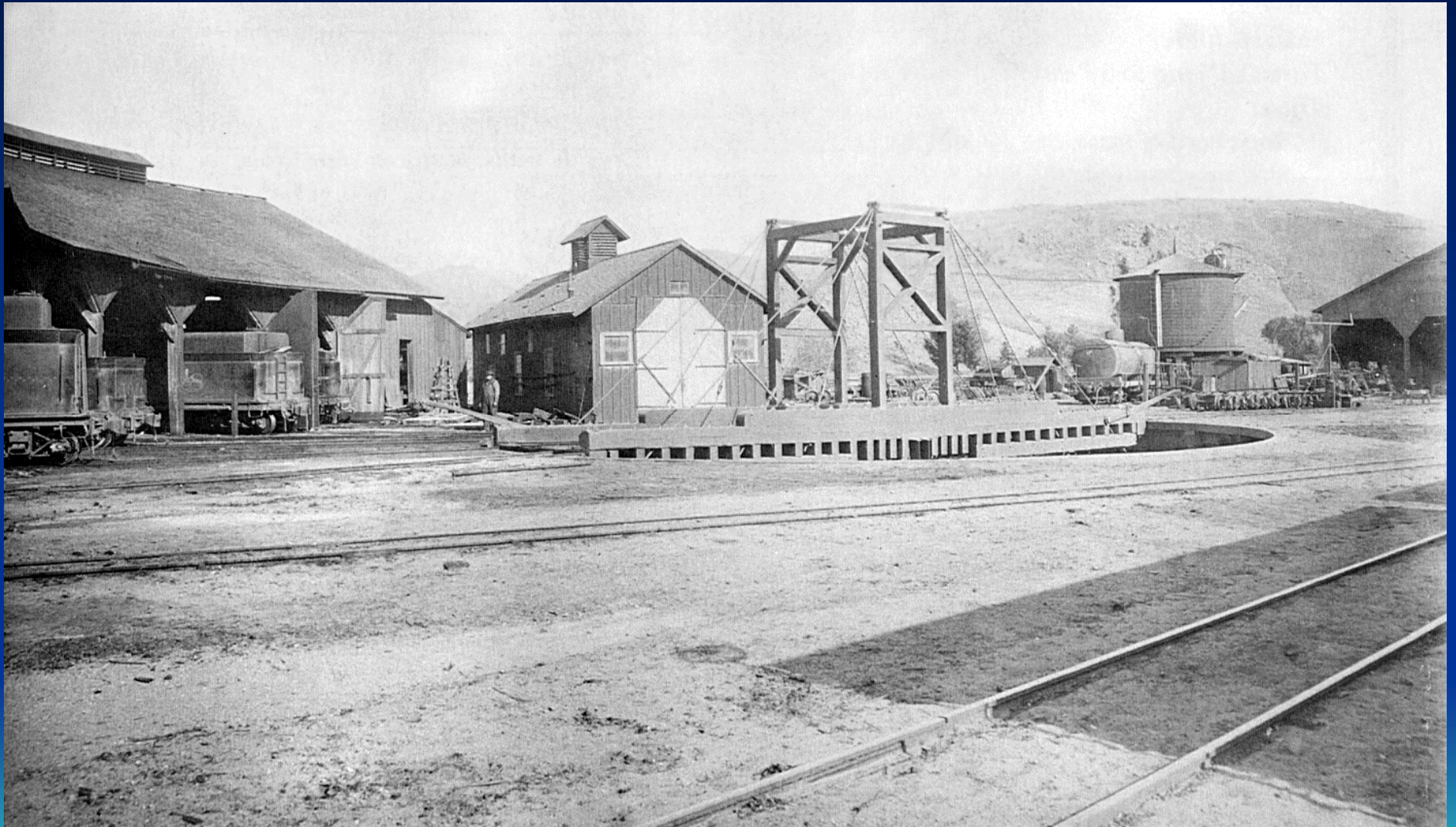
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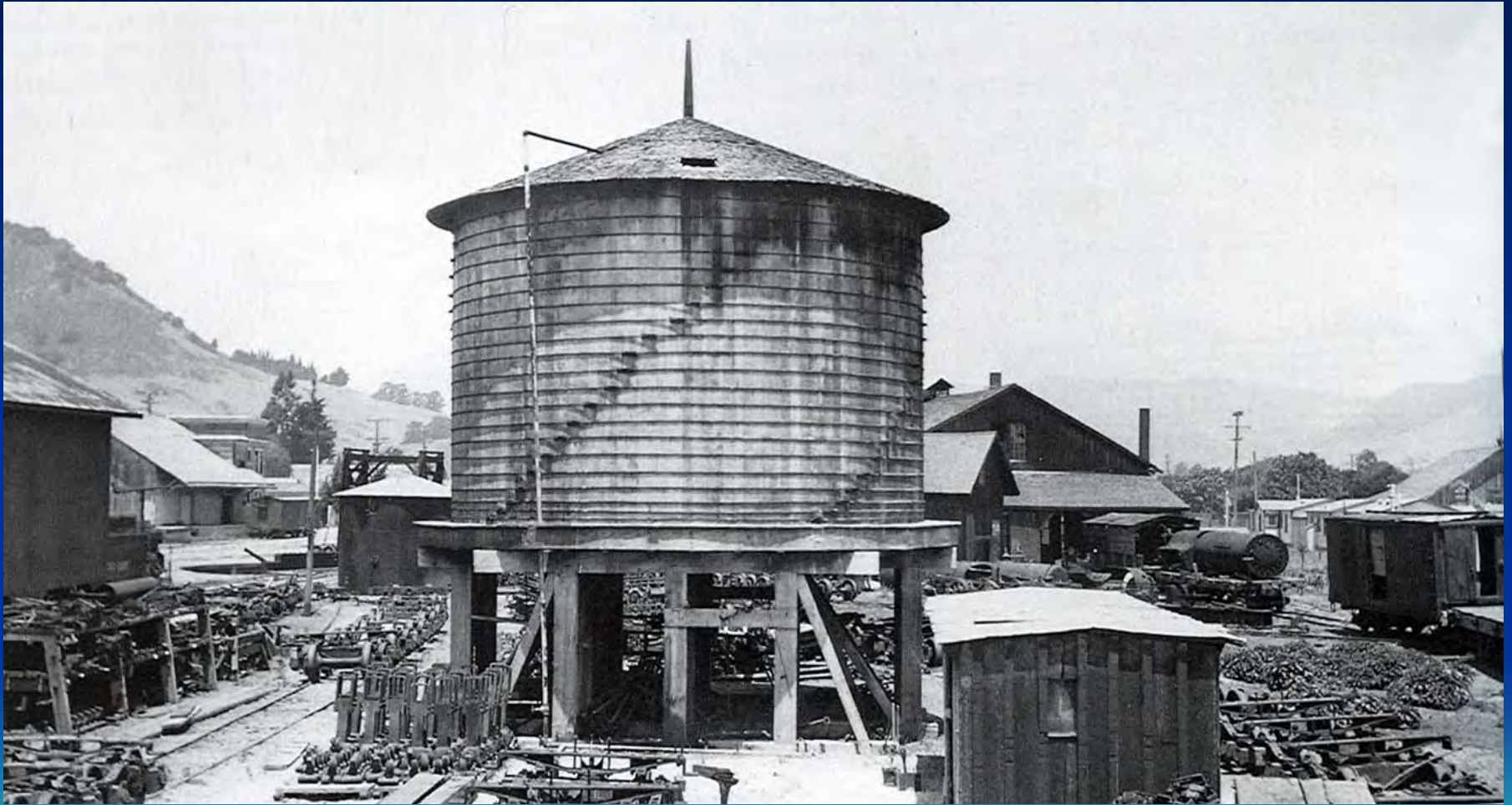
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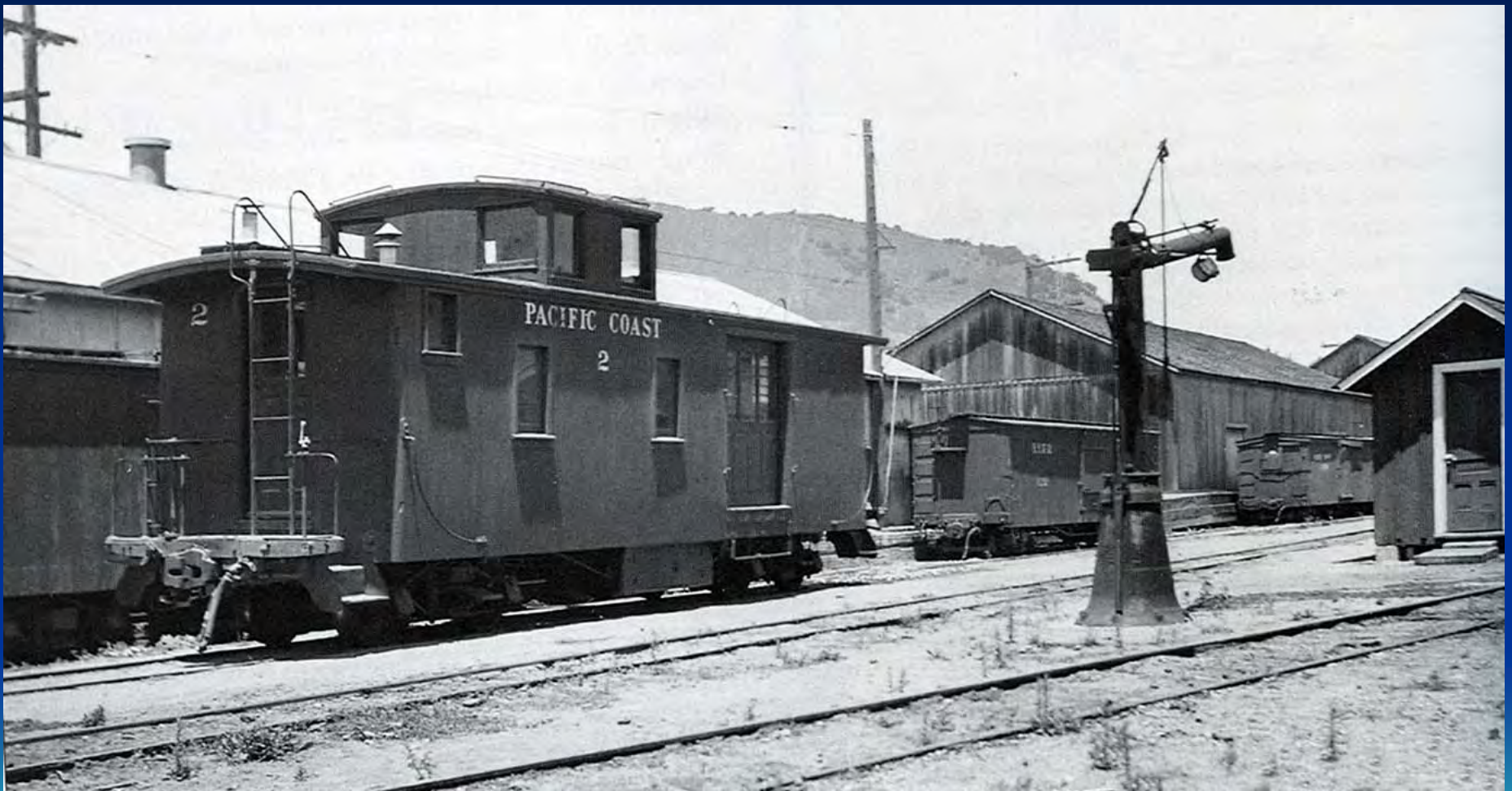
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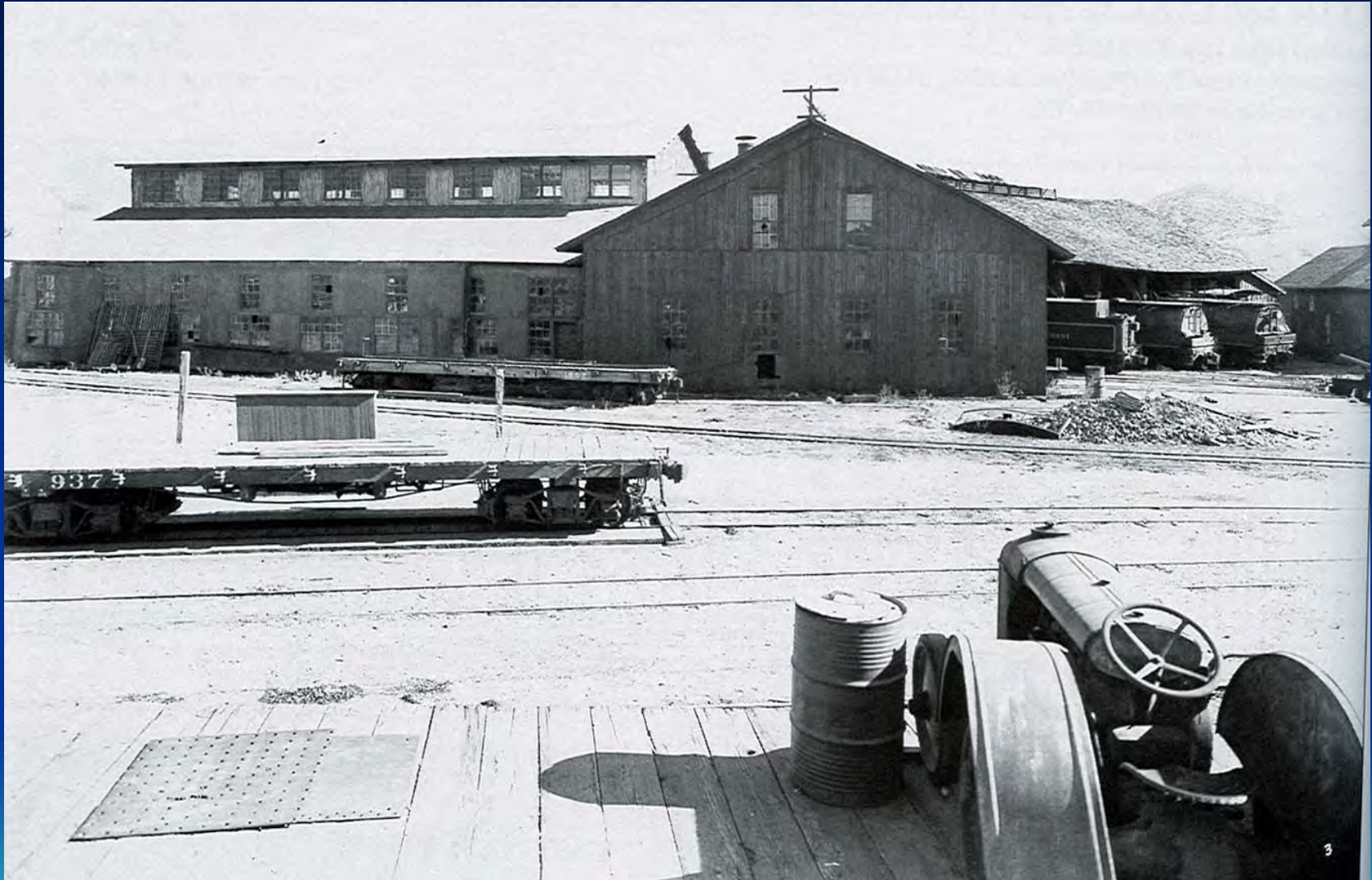
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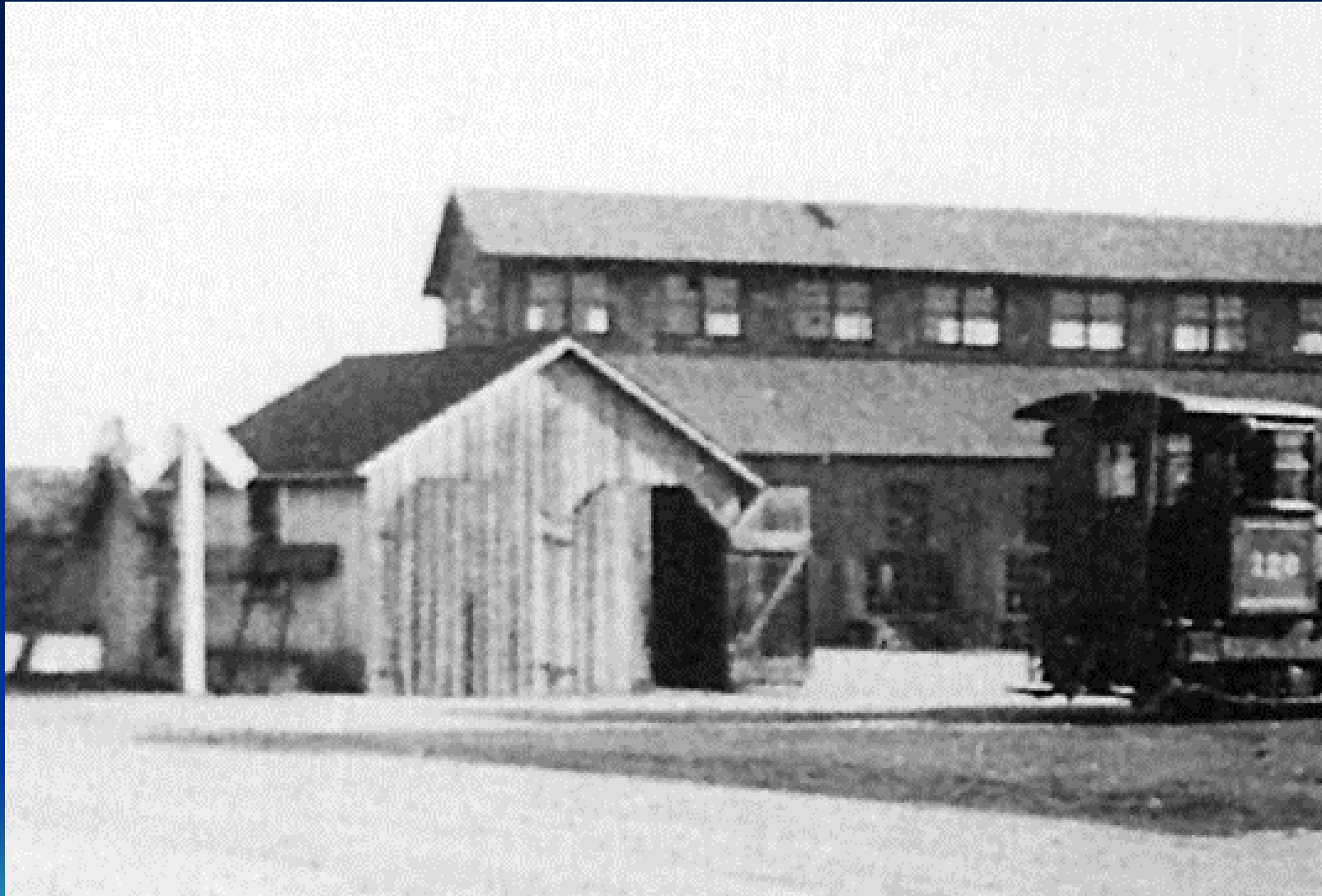
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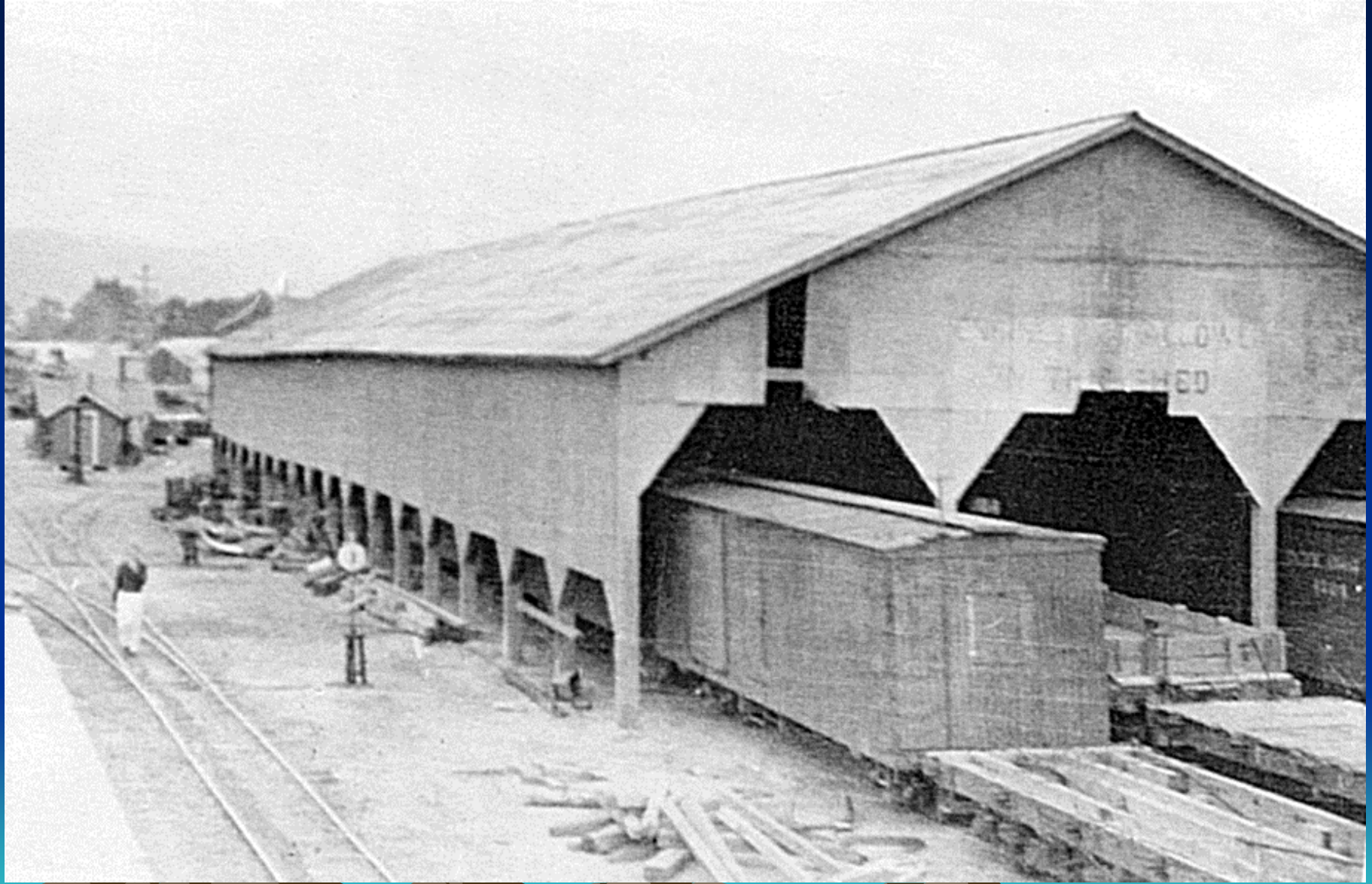
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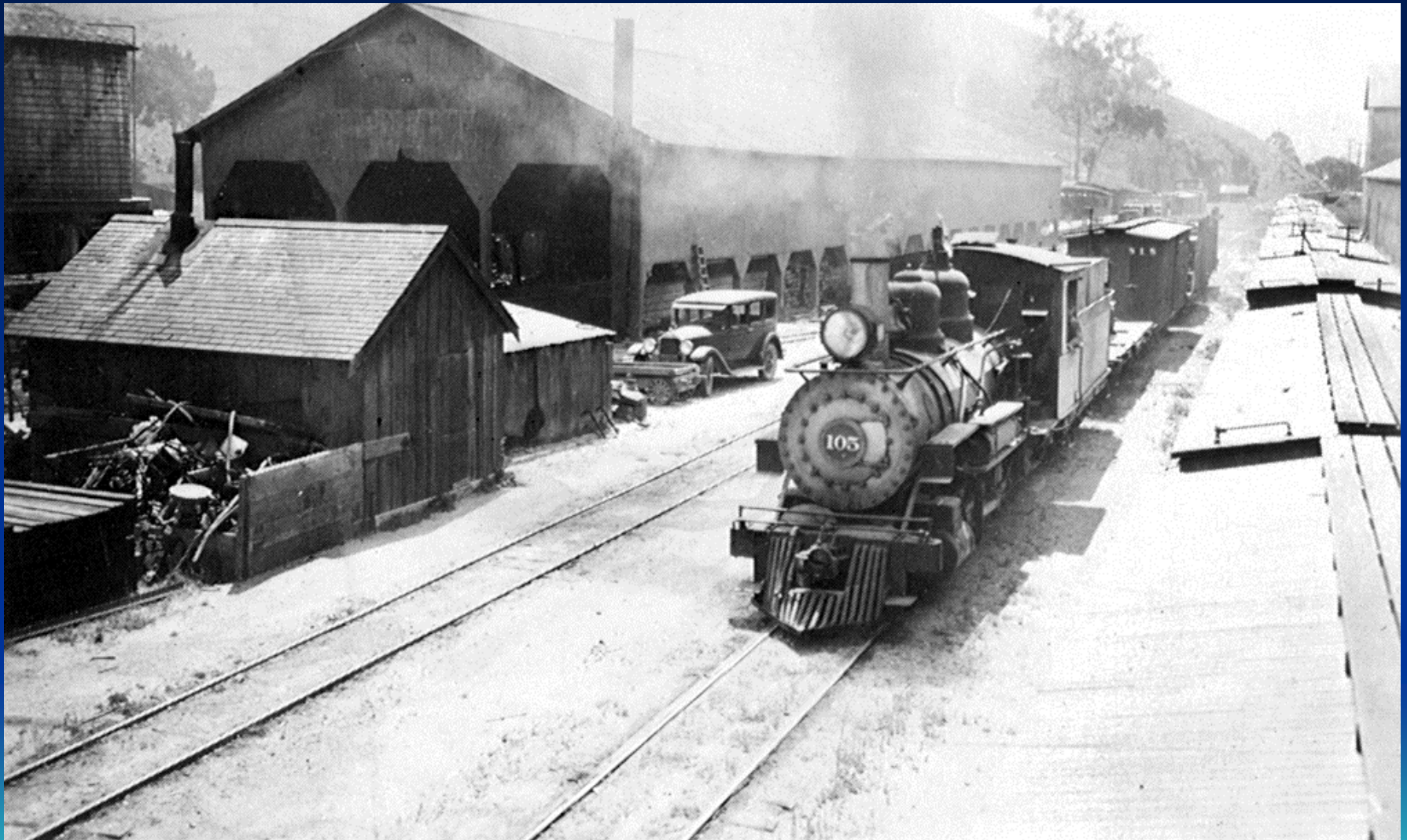
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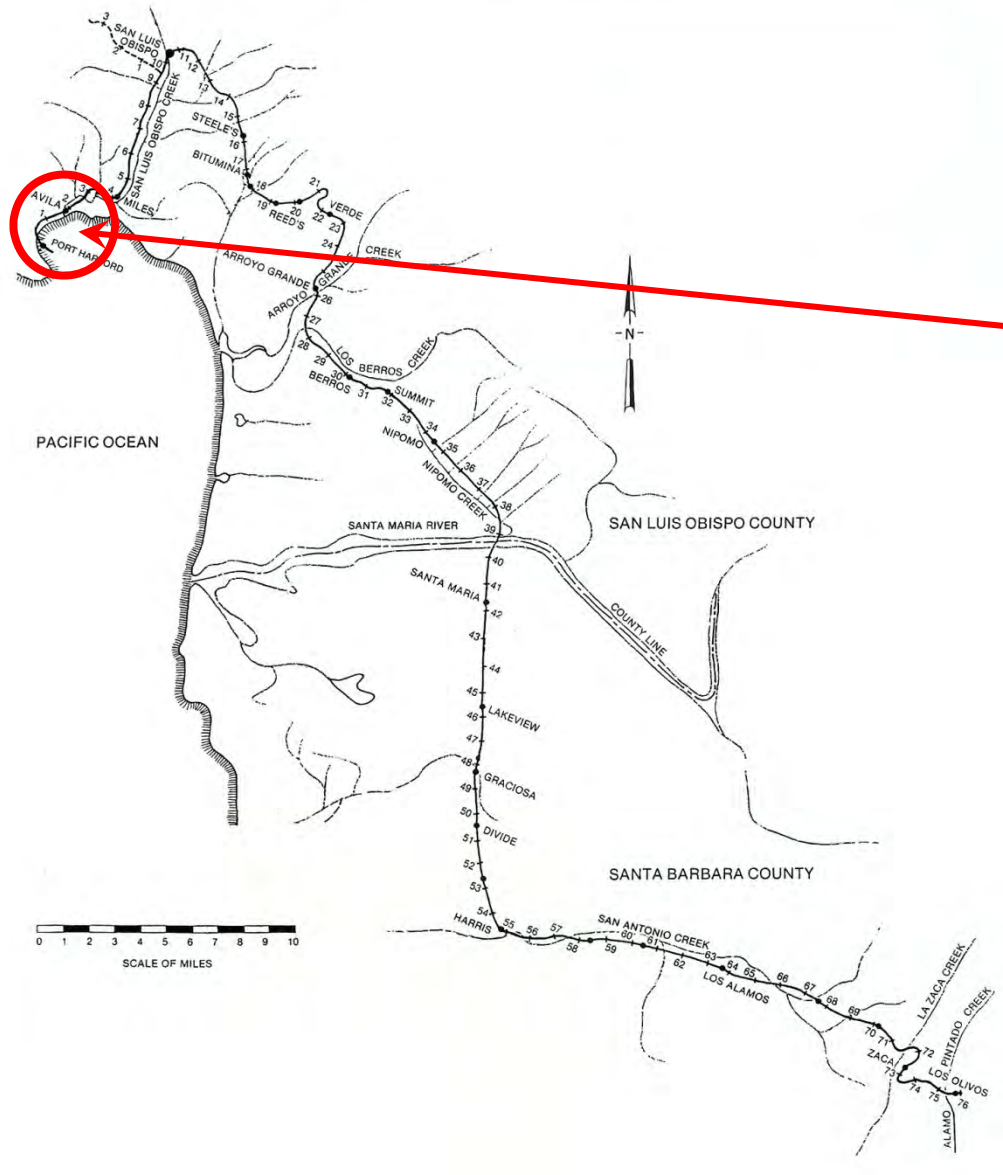


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Next LDE to build?

THE PACIFIC COAST RAILWAY IN 1887

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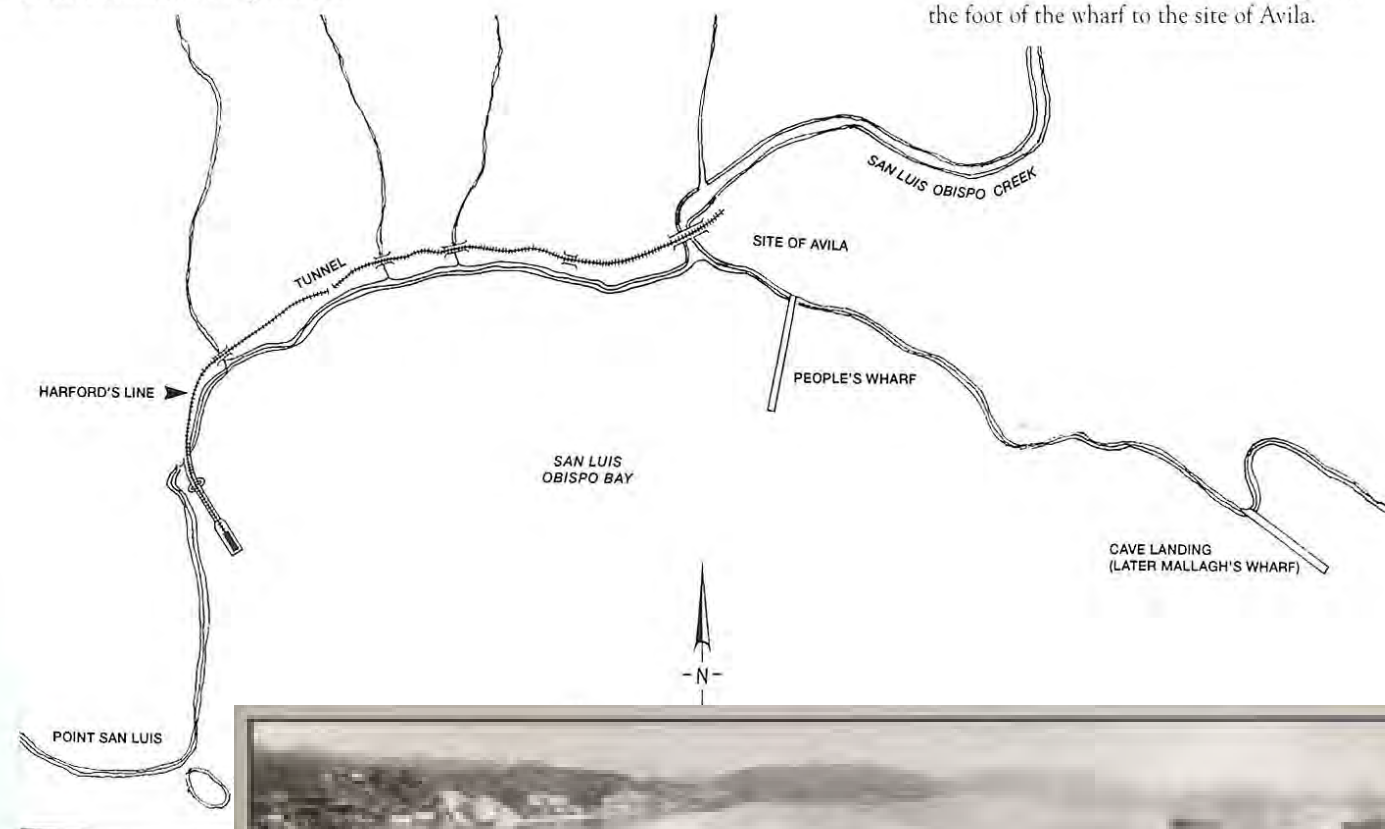


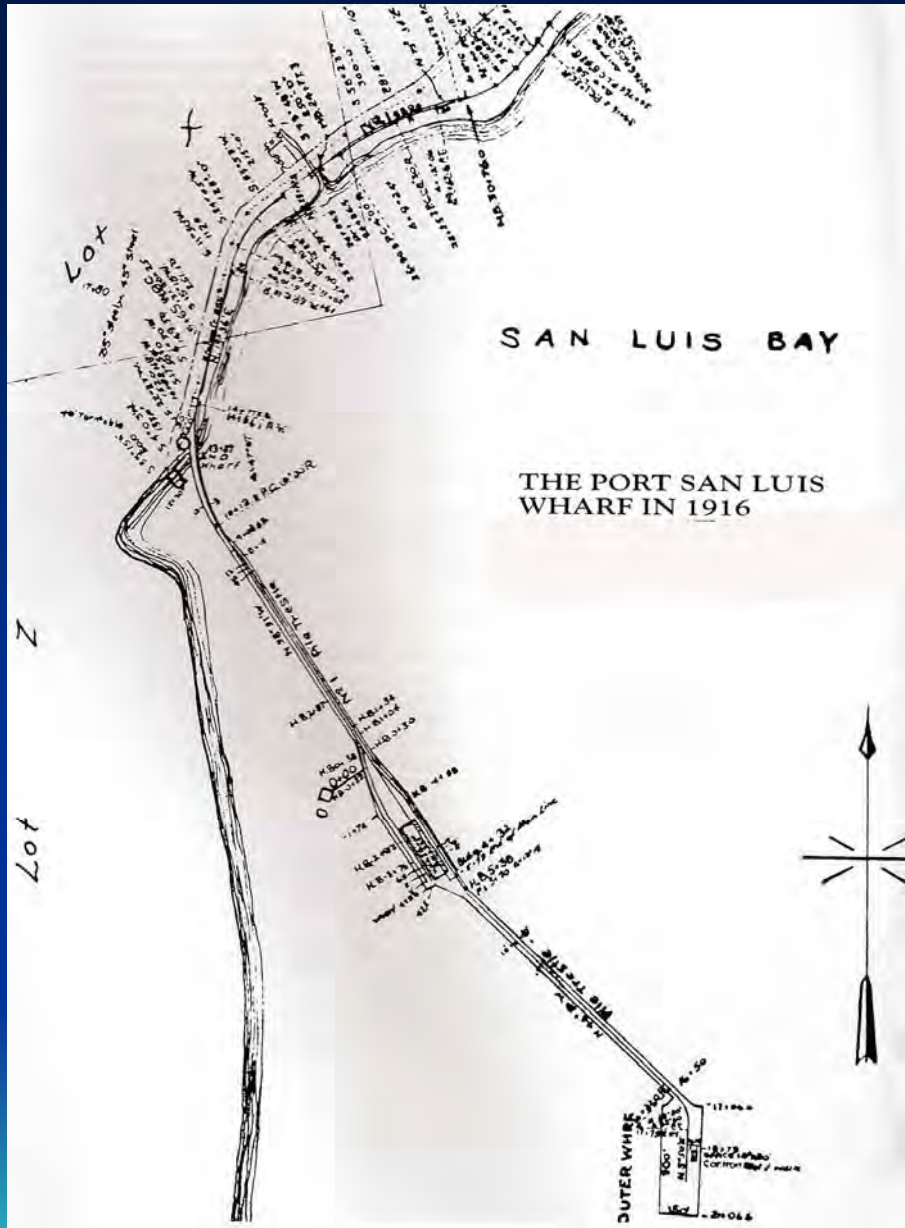
Port Harford (Port San Luis) yard and turntable on shore and trackage on wharf with covered warehouse on wharf

Modeling The Pacific Coast Railway's San Luis Obispo Facilities

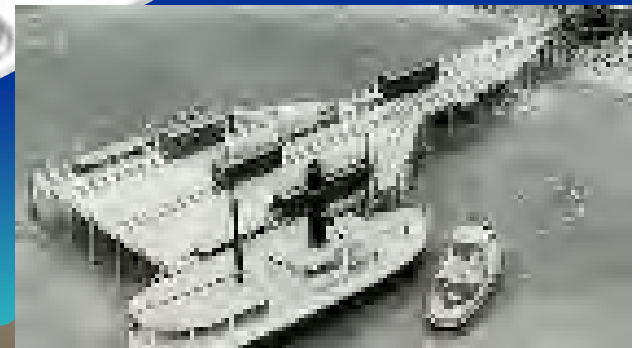
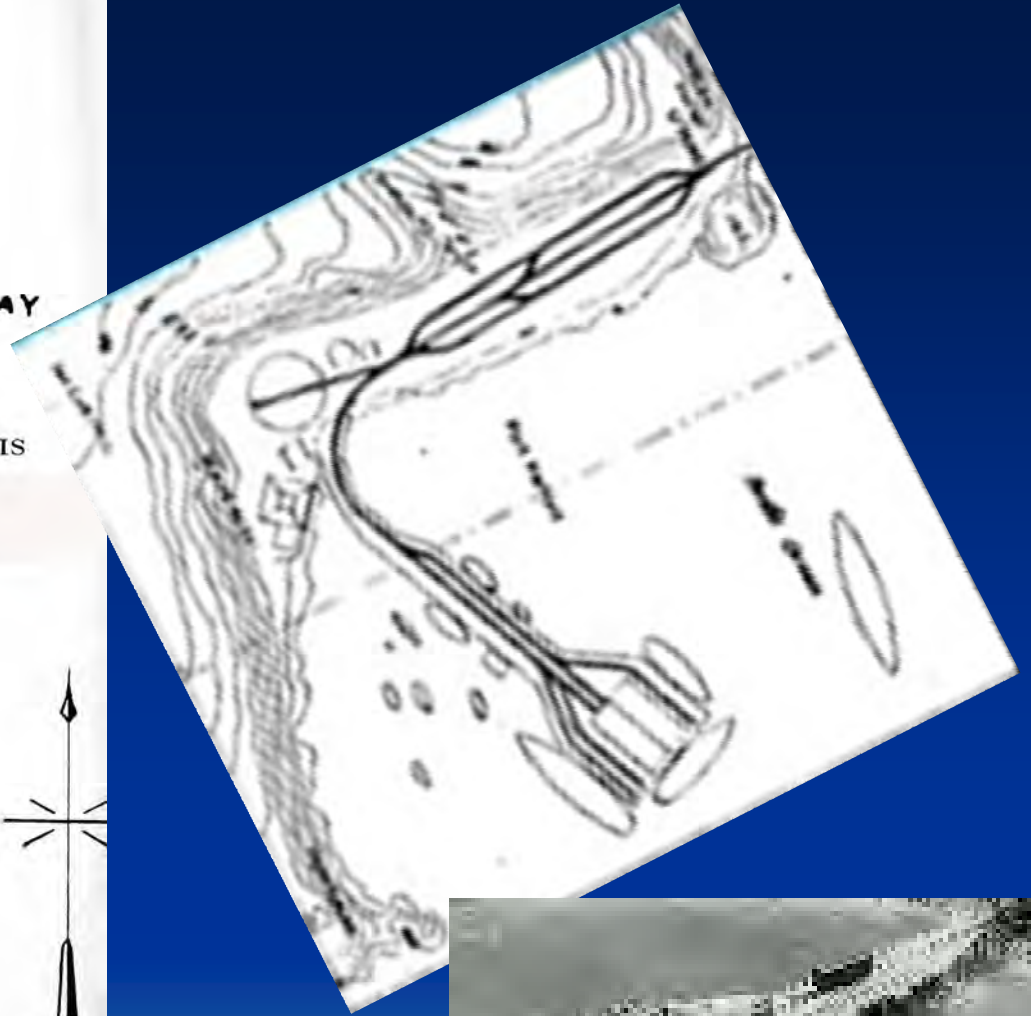
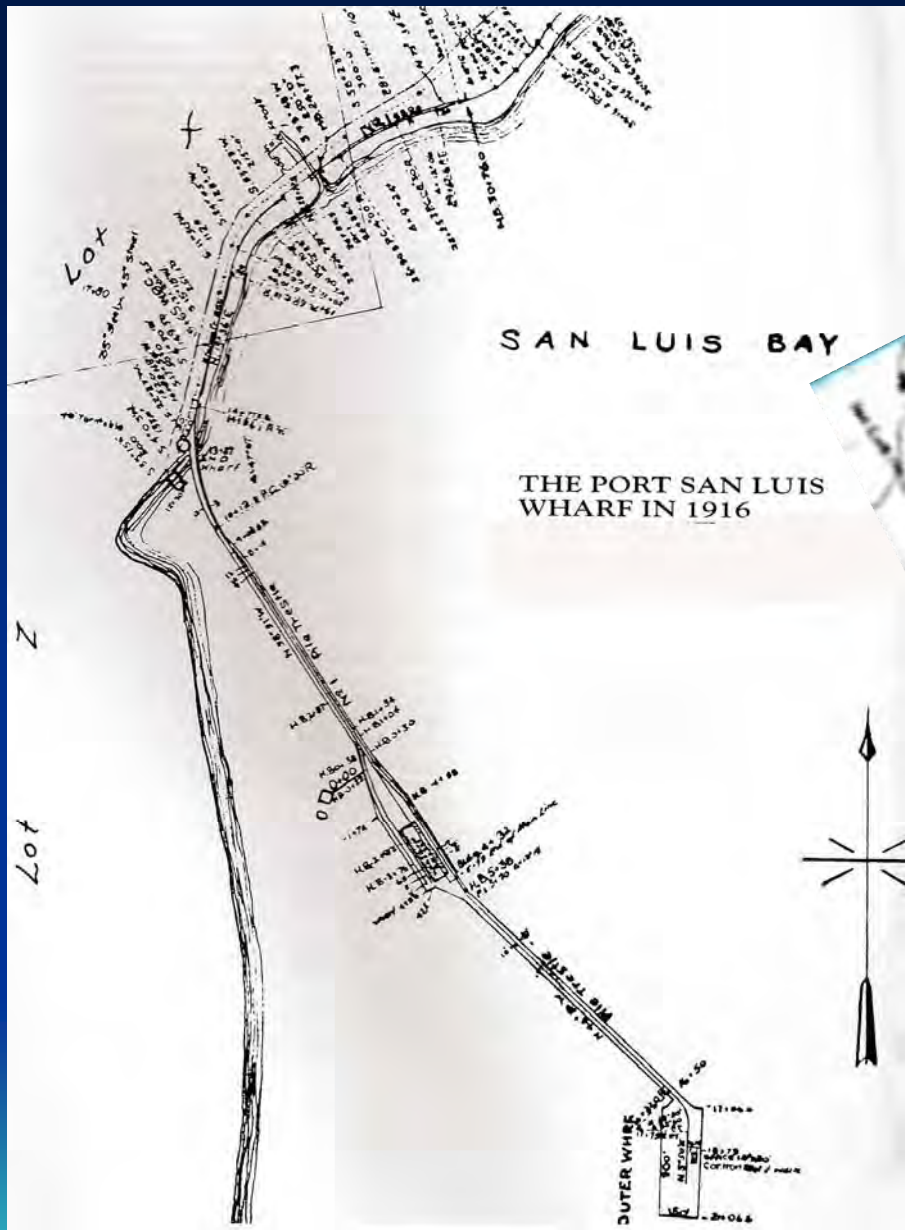
JOHN HARFORD'S HORSE- AND GRAVITY-POWERED RAILWAY CIRCA 1873

DRAWN BY CURTISS H. JOHNSON

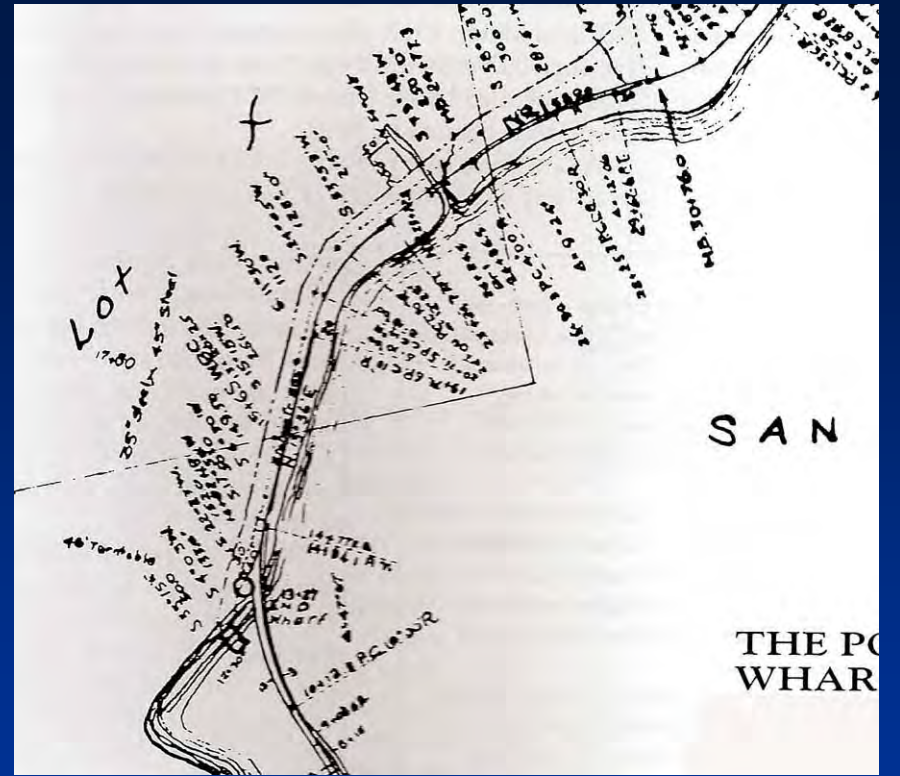
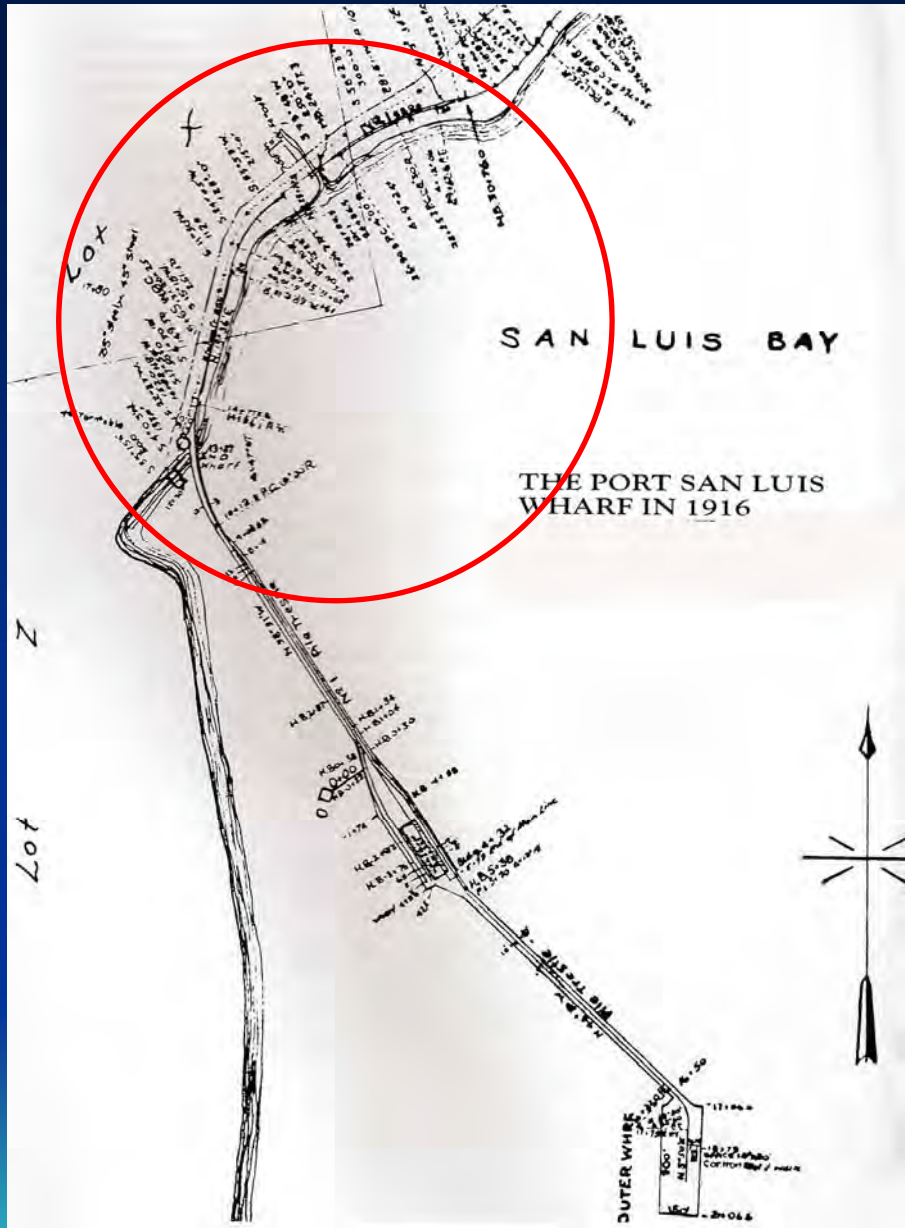


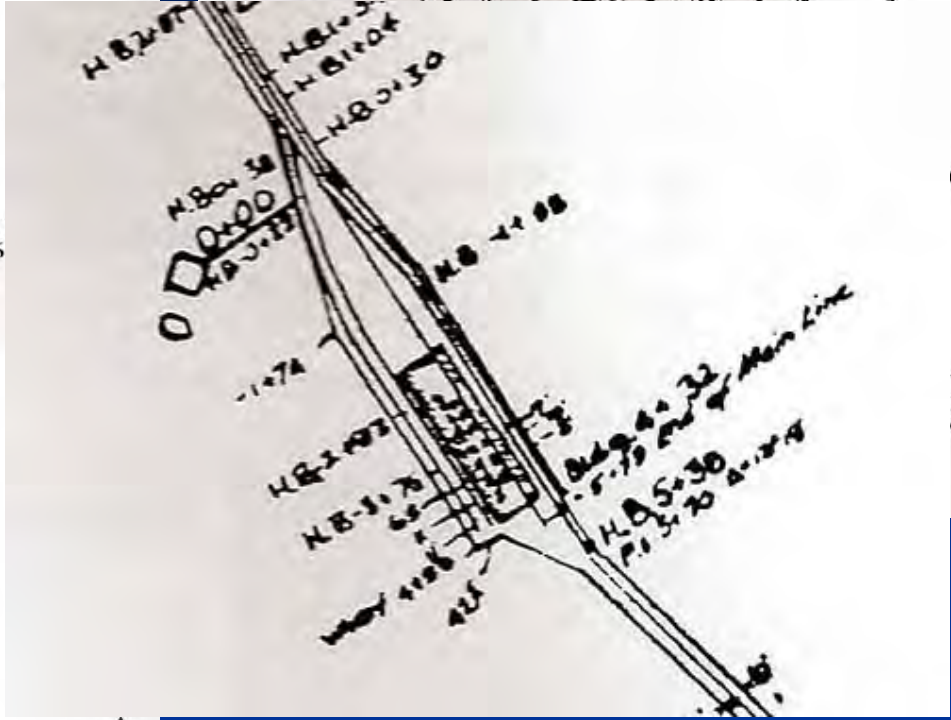
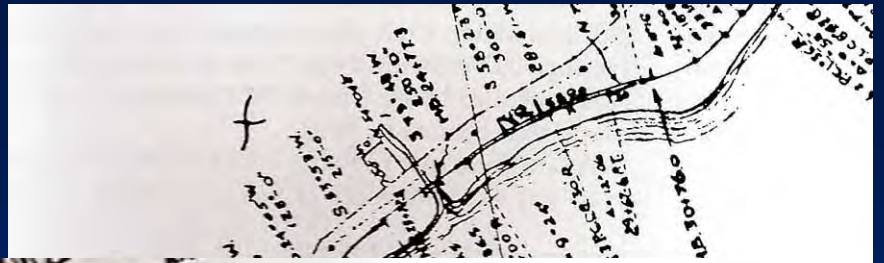
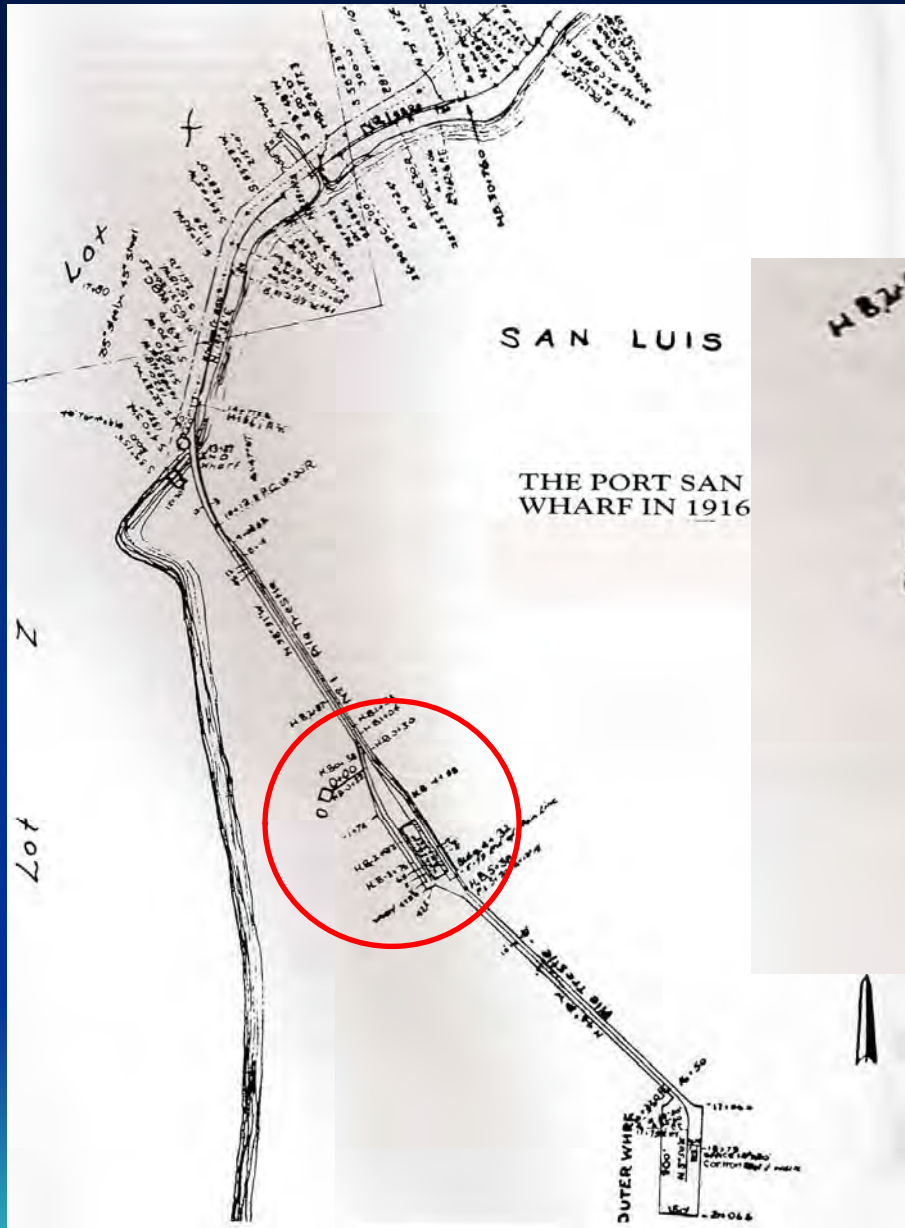


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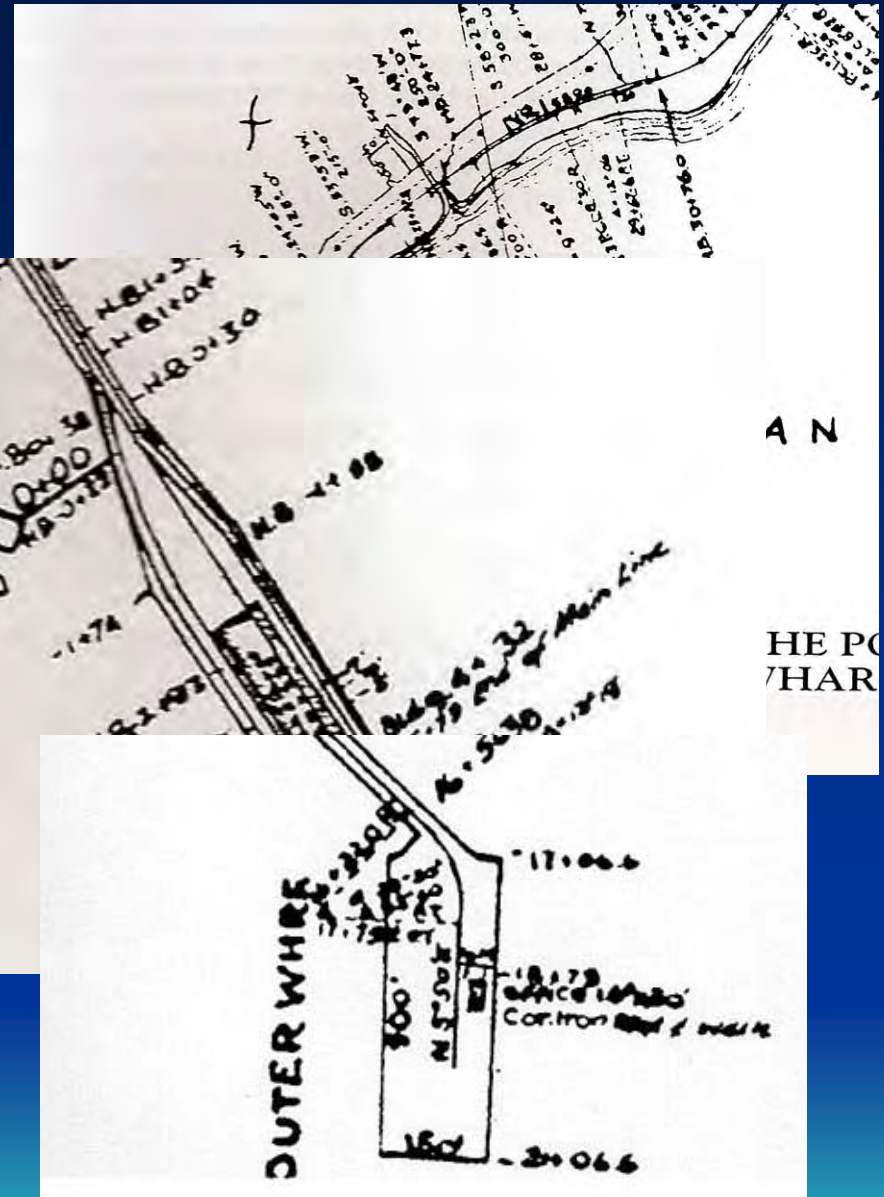
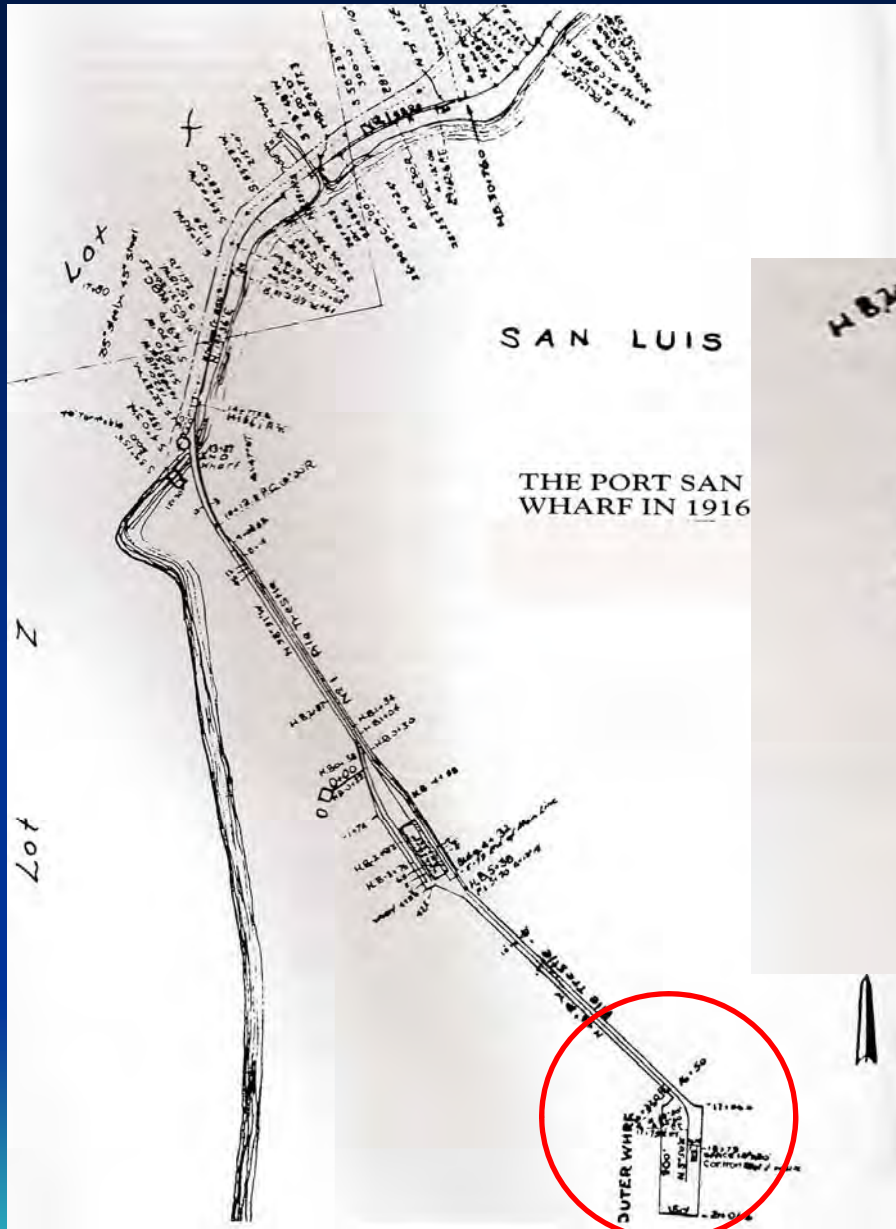
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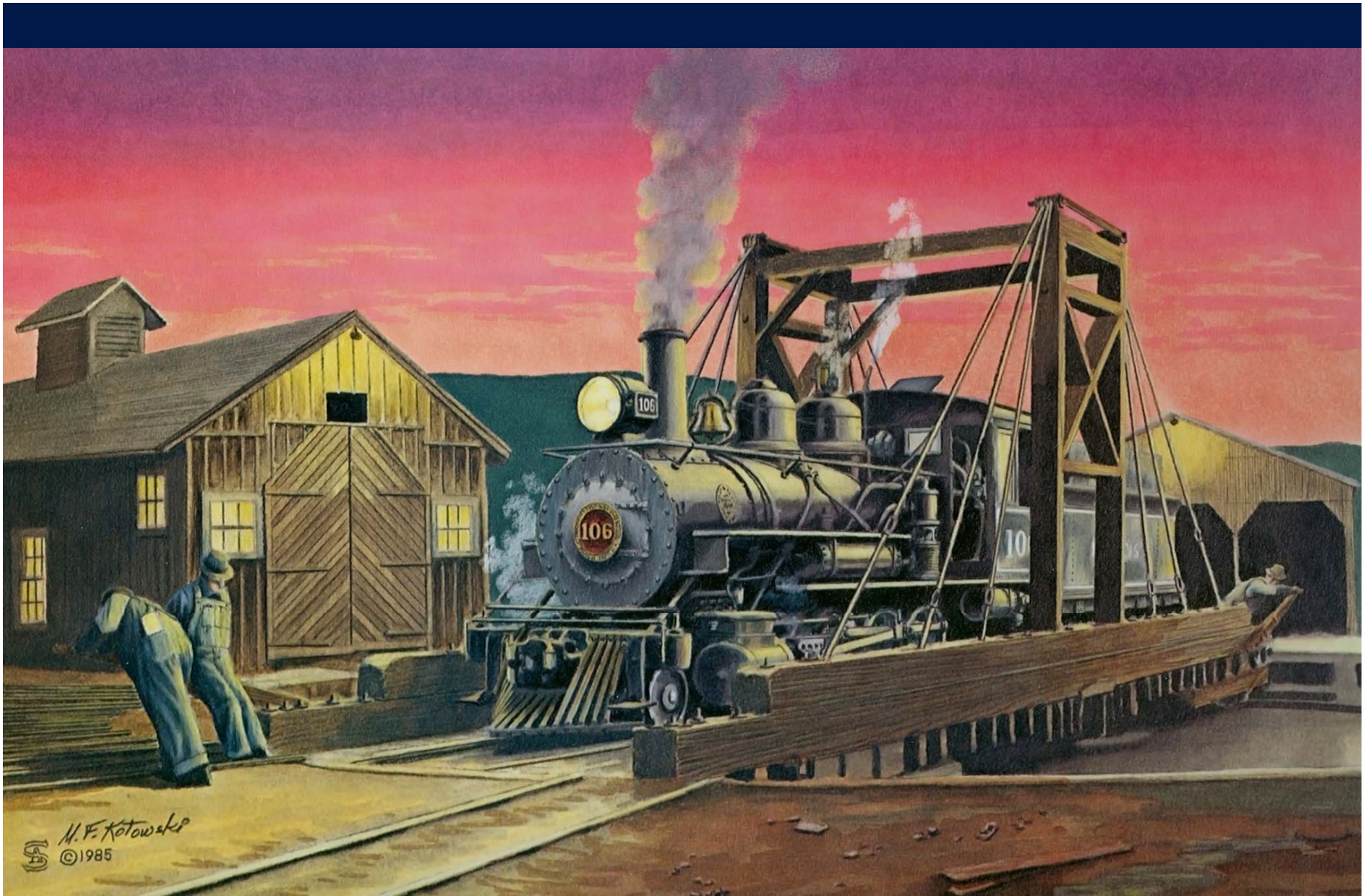


AN
THE PORT
WHARF

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