

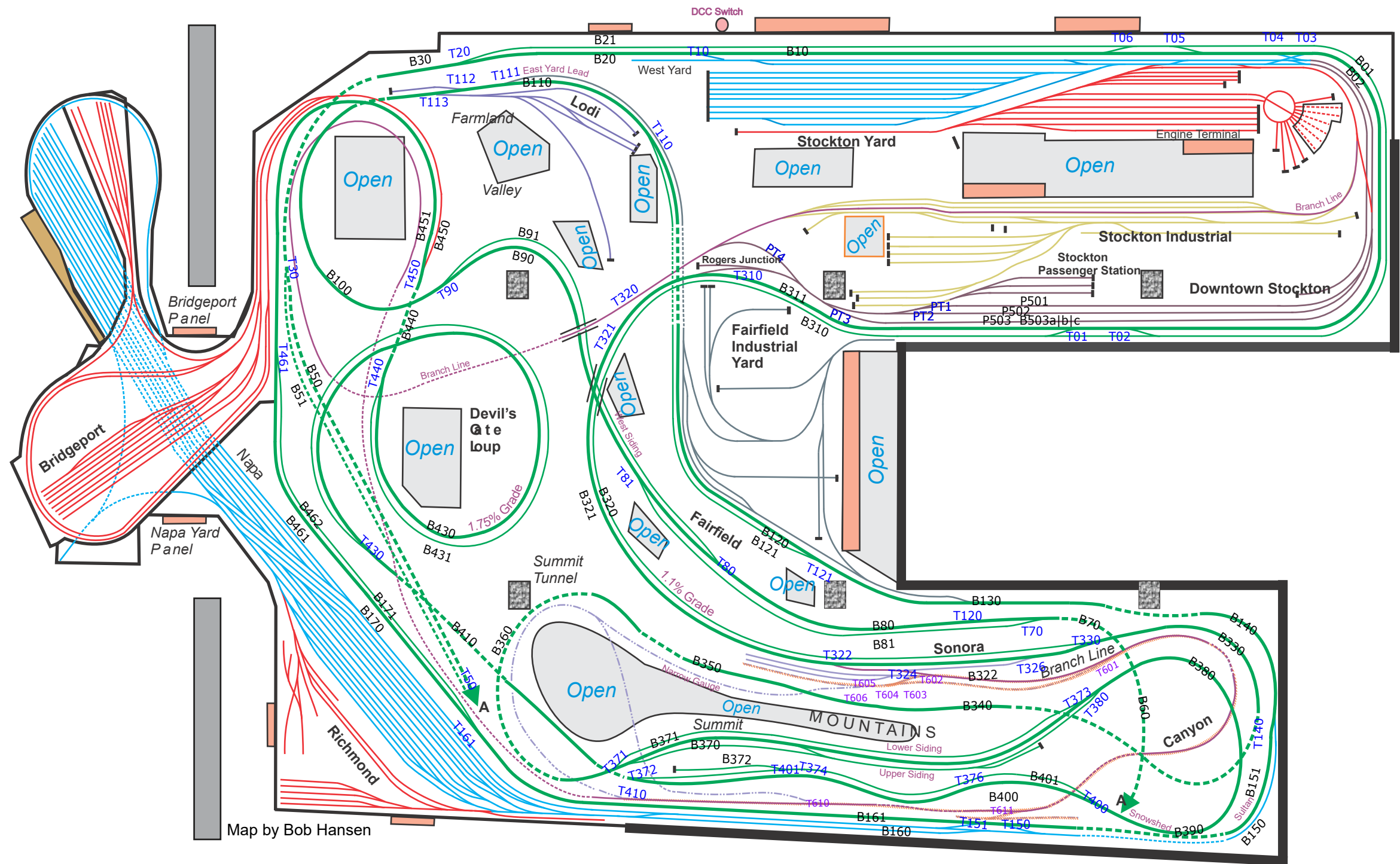
History of the Randall Model Train Layout

The layout was build starting in 1961 by GGMRC, the Golden Gate Model Railroad Club.

The train layout models a somewhat fictional railway named "Sierra Nevada & Pacific Railroad" (see insert) mixing the Colorado Midland, D&RG up to the ATSF acquisition of the SF&SJV. Locations on the layout include Stockton, Fairfield, sierra mountains named The Summit and a loop that curiously looks like Tehachapi. Later yards added to the layout are named Richmond, Napa and Bridgeport.

The Golden Gate Model Railroad Club donated the layout to the Randall Museum in 2015 to ensure the preservation of this historical layout.

Scale: HO
Mainline: Standard Gauge
Branchline: Standard and Narrow Gauge



Map by Bob Hansen

Route and Historical Scenario of the Sierra Nevada & Pacific Railroad

Editor's note: As is the case for many model railroads, the builders of the SN&P chose to bend history — and even geography — a bit to suit the model railroad they wanted to build. This page details the alternative history upon which the SN&P is based.

The easternmost portion of the SN&P is the Colorado Midland RWY. The CM (a real railroad) was built from Colorado Springs westward through Buena Vista, Leadville, Glenwood Springs to New Castle (CO) by 1888. In 1890 the Rio Grande Junction RR (owned and operated jointly by D&RG and CM) completed a line from Rifle Creek to Grand Junction (CO) where a connection with the RGW (also jointly owned by D&RG and CM) gave access to Salt Lake City / Ogden. Santa Fe gained control of CM in 1891. This acquisition was probably a second attempt to access the central western states area by ATSF following the loss of the Royal Gorge route, the D&RG.

In reality, CM went bankrupt in 1894, reorganized in 1897, and was purchased by the D&RG and Colorado & Southern RRs. The CM went bankrupt again in 1912, reorganized again in 1917, failed again and was liquidated and dismantled in 1921.

The SN&P treats the CM much more charitably and gives the imaginary CM what it needed: a friendly connection to the west for through traffic that was lost through the D&RG / RGW merger.

In this incarnation, the CM reorganizes from the 1894 bankruptcy still under ATSF control. Determined to reach California, the CM obtains additional joint trackage between Grand Junction and Green River (UT), where the CM heads west through Salinas, Richfield, and Milford (UT), Ely, Tonopah, Mina, and Hawthorne (NV) to Bridgeport (CA). From Bridgeport the tracks cross Sonora Pass and continue westward through Sonora, Stockton, and Lodi to Richmond and Napa, reaching those two points in 1897. The ATSF acquisition of the SF&SJV from Stockton to Bakersfield in 1900, can also be incorporated into the scheme as well, creating a new name – Sierra Nevada & Pacific.

The layout models the westernmost portion of the east – west mainline with the following points appearing on the layout: Napa, Richmond, Fairfield, Lodi, Stockton, Sonora, Summit, and Bridgeport.

Scan this QR Code
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phone to see videos
of the layout !

