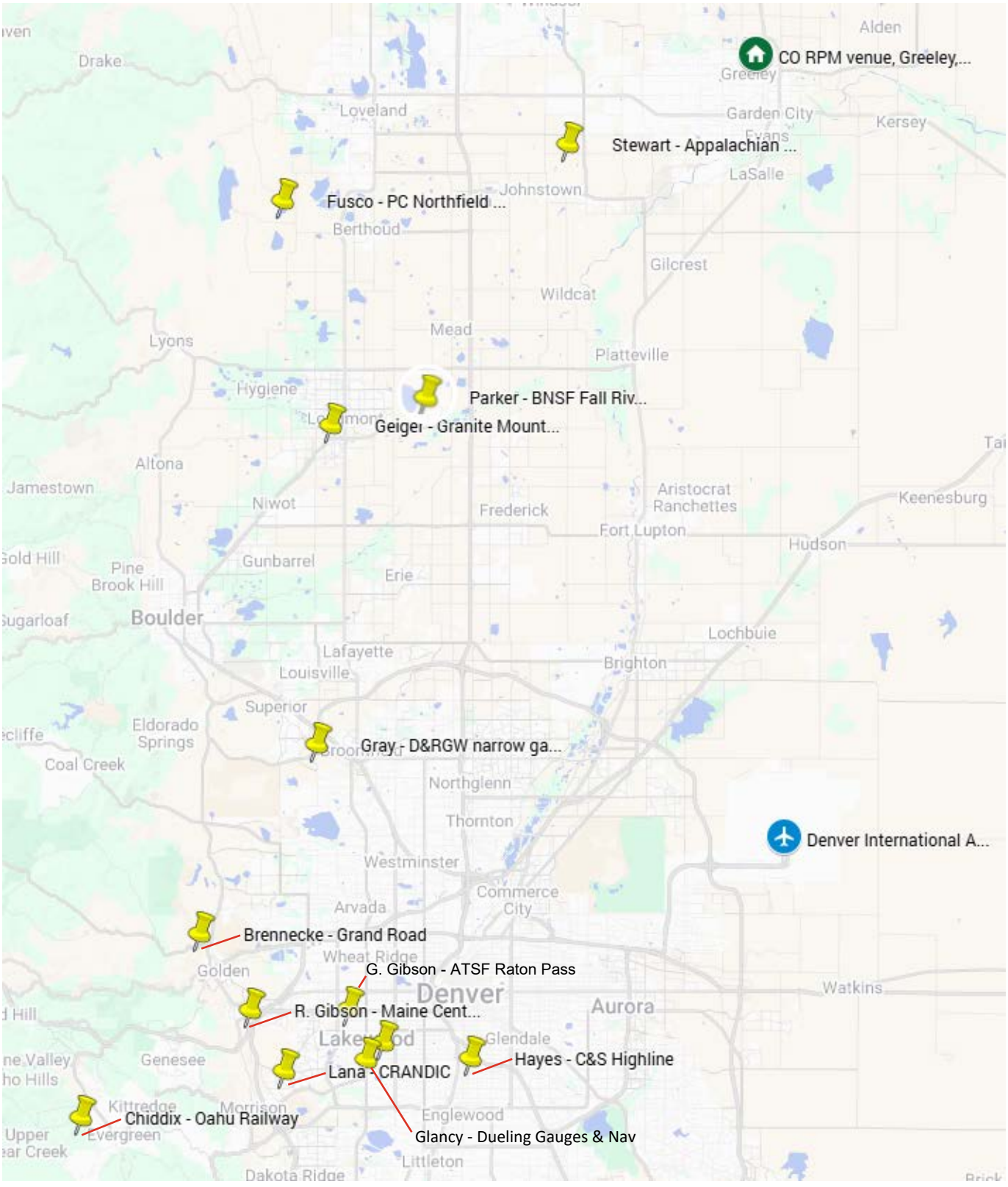
Colorado RPM Home Layouts

Friday, September 26, 2025

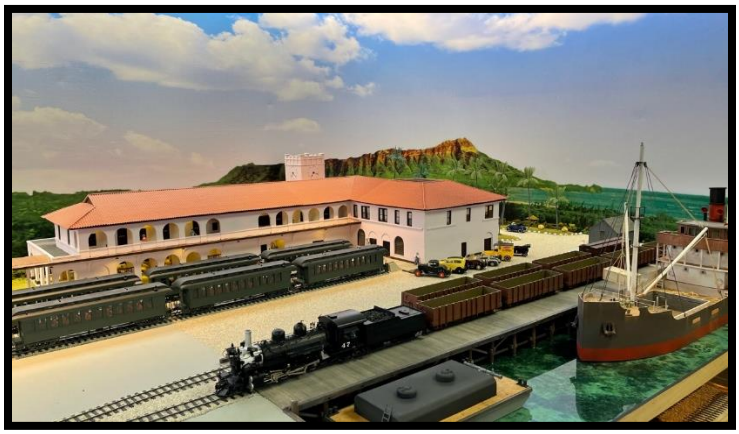
Noon – 5 pm



The following layout descriptions are ordered geographically from south to north.

Oahu Railway

Jim Chiddix
Evergreen, CO



Park at top as directed. Enter through back door under deck at left of house and go straight ahead into basement shop and train room.

This On3 layout is based on the Oahu Railway, circa 1929, and has been constructed over the past 15 years in a 22' x 33' room. It features walk-in access and utilizes a mushroom architecture with dimmable and color-controllable LED lighting and photo-shopped backdrops derived from old panoramic photos. There are four scenes, including an 80-foot representation of Honolulu, including passenger depot, wharf, engine terminal, industries, and a large Dole Pineapple cannery complex with loads-in/empties-out operation. There's also a rural country-side area that overlooks Pearl Harbor, a pineapple plantation and a large sugar plantation with mill complex, worker village, extensive cane fields and a turning wye. The mill also has a separate On30, 2 ½ foot cane-haul railroad. The mushroom incorporates a dual-track 39" minimum radius helix. The layout is 80% complete, with almost all track in place, including a hidden return track for continuous running and an Arduino-controlled turntable and moveable staging yard shelf. It's designed for future operations, with planned semaphore automatic block signals and many more industries.

Cedar River & Iowa Central Railway (CRANDIC Route)

Pat Lana, MMR
Lakewood, CO

Please do not park in front of driveways, mailboxes, or fire hydrant. Follow signs to enter home and to go downstairs to basement.

This is an island/walk-in style N scale model railroad in a 44' X 22' L-shaped basement room. This prototype-based freelanced road runs from Kansas City north to central Iowa. Features of this operation-oriented layout include many scratch-built and kit-bashed structures; unique rural agricultural scenery of corn, soybeans and other cropland; and many mini-scenes, some humorous and some showing everyday life on this 1968-era freight and passenger railroad.

Dueling Gauges Railroad and Navigation Co.

Gerry Glancy
Lakewood, CO

Park on street and enter via gate on right side of garage. Continue down steps and walkway to back yard and enter basement via sliding glass doors.

The name of the HO/HOn3 gauge railroad describes the two elements: standard gauge/narrow gauge with a good dose of maritime railroading for both gauges. Considerable geographic license is taken to allow for historical Colorado vignettes to head west and intersect with the Keddie Wye and San Francisco's Embarcadero. The latter receives a steady stream of car floats and ferries from Oakland and Ridgway (?!). The narrow gauge and the standard gauge join forces from Salida to Montrose thus permitting dual gauge operation. What buildings that do exist permit the railroad's era to be what ever the superintendent's mood to be, to wit: 30s -all steam, 50s-transition, or 80s all diesels. Having now taken the plunge with operations, the 80% complete layout will be refined as lessons learned suggest.

Colorado & Southern High Line

Keith Hayes
Denver, CO

Enter the house through the rear door. Access is along the south side of the house. The layout is in the basement in about 400 sq ft of space.

This prototype-based S scale layout represents the 3-foot gauge Colorado & Southern 'South Park' between Leadville and Breckenridge, CO over Fremont Pass during the early 1930s at the height of the molybdenum boom. About 30% of the track and 20% of the scenery is complete. Many of the structures are scratch built based on the prototype buildings.

Maine Central Portland Division

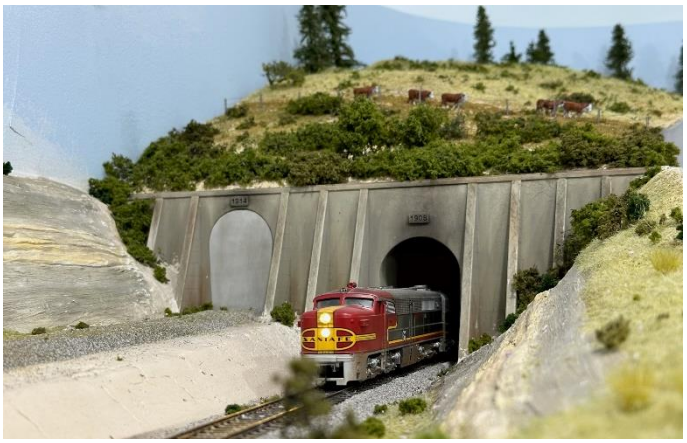
Rich Gibson
Golden, CO

Park on street; go through gate on right of driveway, down the side steps, and enter through back door.

This prototype-based HO layout focuses on two branches of the Maine Central RR (MEC) that joined the E-W mainline at Brunswick, Maine, and a portion of the partly double-track mainline west toward Portland. The layout occupies a ~1900 sq. ft. basement and is built for operation. The Lewiston Lower branch heads NW from Brunswick, serving textile and other mills situated along the Androscoggin River. The Rockland branch heads east across rivers and tidal inlets to its terminus at Rockland on the Atlantic Ocean. Customers include a major cement plant, coal dock, large shipyard, canneries, and a variety of other small-town businesses. The layout is set in October 1951 when the MEC was using a mix of small to medium steam and first-generation diesels. Many of the structures are craftsman kit, kitbashed, s or scratchbuilt, and scenery is 60-70% complete.

ATSF Trinidad and Raton Pass

Glenn Gibson
Lakewood, CO



Park on street and enter the back yard via the gate on the left side of garage. Continue around to right and enter the outbuilding into the layout room

This HO layout depicts the northern side of ATSF's Raton Pass in 1953. The innovative multideck design allows a lot of railroad to be packed into a compact space. Interchanges with the ATSF along the modeled section of railroad include Colorado and Southern (SG) and Colorado & Wyoming. The upper deck is largely complete, including scenery, while the middle and lower decks are in various states of construction.

The Grand Road

Paul Brennecke, MMR
Golden, CO

Park on the street; enter through the garage (no knock is necessary) and work your way down stairs.

The Grand Road is a N-scale layout around the wall in a 9' by 13' room. The layout depicts about two miles of mainline track on the western slope of the Colorado Rocky Mountains. Time frame of the railroad is contemporary. Seven staging tracks are under the visible part of the layout which is hard shell over cardboard strips. A major portion of the scenery are hydrocal rock castings colored with earth stains. Approximately 3000 trees populate the mountains. Turnouts are controlled by diode matrix. Train control utilizes NCE equipment. The railroad is 100% done.

Denver & Rio Grande Western NG

Jim Gray
Broomfield CO

Access using the exterior stairs.

This layout is a freelanced HOn3 D&RGW narrow gauge model railroad set in southwestern Colorado in the late 1930's. It is built in a 28' x 19' room and has been featured in numerous articles as well as on the cover of both the Narrow Gauge & Short Line Gazette and the HOn3 Annual. Rather than building a layout for complex operations, with multiple tracks and levels, the goal here was to try to capture a sense of remote isolation in the Colorado high country, with lonely steam locomotives struggling up steep grades, through deep canyons, and hanging off of granite cliffs. Locomotives and rolling stock are in various stages of disrepair. The layout features deserted and forgotten gold and silver mines, and even an abandoned mining camp. Most of the buildings, bridges and trestles are scratch built and meant to show their age. Control is DCC using NCE equipment. The benchwork and track are 100% complete with scenery about 60% finished.

Granite Mountain Railway

Doug (MMR) and Barb Geiger
Longmont, CO

Park on the street and enter through the front door and down the steps to the basement.

The HO scale Granite Mountain Railway (GMRy) is a freelanced modern, 1988-era bridge-route railroad that connects mid-America to the west coast. Four prototype railroads (BN, ATSF, DRGW, and the MILW) have trackage on the layout and interchange with each other and the GMRy. Trackage and most of the buildings have been completed for Pacific Steel and operations have begun within this large industry. Two crew members are needed to run the steel complex. The narrow gauge HOn3 Granite Mountain & Pacific is also a part of the layout and is included in operating sessions. The railroad uses simplex Digitrax command control wireless exclusively. Twelve operators are required to complete a 4-hour op session. There are many scratchbuilt buildings on the railroad. All the track is hand-laid. The 550-foot mainline is completely signaled using position and searchlight signals and uses an authentic ATSF-style centralized traffic control machine. The CTC machine has a working code line and relays located in an isolated dispatcher's office. Four staging yards simulate off-layout destinations. Additionally, five helixes connect the double-deck (and sometimes triple-deck) levels. Interchange between the various railroads are a key component to the GMRy. Car cards with photos of the cars are used for traffic movements. The layout uses led bulbs for lighting. Several raised platforms are used to view the tallest sections of the layout. Most locomotives are sound equipped. The layout was featured in Allen Keller's video series as title number 8. The July 1995 issue of Model Railroading also showcased the layout. Although the GMRy is 43 years old, it remains viable and robust.

BNSF Fall River Division

John Parker
Longmont, CO

Enter the front door to the basement.

The HO scale BNSF Fall River Division is a prototype based freelance model railroad of the BNSF Railway. Scenes on the layout are representative of cities, industries, lifestyle, and scenery found almost anywhere throughout the United States. The era of the layout is considered "modern" as the details, structures, engines and rolling stock are typical of what may have been found along the railroad between the year 2005 and the present time.
The layout is located in a 3,000 square foot area and is a multi-deck "mushroom" type design, with only one deck visible at any time. Aisle widths are generally between 36 and 48 inches, to comfortably accommodate a large number of operators and visitors. Digital Command Control (DCC) is utilized on the railroad. Digitrax is exclusively used for power management, train detection, and signaling. All trains are sound equipped, and sound effects are located throughout the layout. A modern computer-based centralized traffic control (CTC) system, and signals, are utilized to manage all mainline traffic movement. Car forwarding is managed using JMRI Operations in "real time," meaning that manifests and switch lists are generated during the operating session.

Penn Central Northfield Division

Gene Fusco
Berthoud, CO

This outdoor, G-scale model railroad is designed as a fictitious connection between central Pennsylvania and western New York, operating in the time frame of 1968 to 1976. Although the Penn Central did operate a railroad line in that vicinity during this time-period, no specific real locations are represented on this railroad. Operations are centered on simulating location and era appropriate industries and passenger service. Motive power and equipment represent the post-merger mix of predecessor railroads and newly repainted Penn Central liveries. The mainline is 1100' in length with a large yard, several switching areas, and a coal branch. Locomotives are powered by batteries and controlled by DCC. Many structures and freight cars on the layout are 3D printed.

Appalachian and Ohio

Dave Stewart
Milliken, CO

Enter the lowest level of the house.

The O-scale A&O occupies a 3,000 sq. ft. walk-out basement and has been fully operational since 2017. Scenery is just beginning. Merchandise traffic dominates the north, SE Ohio end of the modeled portion of the RR in the Cincinnati-like, river city of Millport. Special features of this area include a functional hump classification yard, numerous switch jobs including the totally isolated industrial switching district of Fillmore Heights. Several other railroads interchange with the A&O via trackage-rights. After crossing the Ohio River on a 12' sequence of bridges into West Virginia, the main becomes single-track and winds it's way through the verdant hills and towns of Appalachia to the southern end of the modeled portion of the A&O. Special features of this coal intensive section include the perpetual thunderstorm town of Linnwood, WV, the totally isolated 150' long Kayford coal branch with its working loaders ("live loads"), coal classification at the massive Morrison Coal Prep Plant, and the fully functional Whiting Rotaside Dumper provides barge loading of the coal drags for movement on the Ohio River (if you brought it, you dump it!). The layout's trackwork is all hand-laid and there are numerous design, lighting, control, and operational innovations on version 2.0 of the A&O.