

The logo for the Golden State Model Railroad Museum features a stylized red sun with a white winged arrow passing through it. Below this graphic, the words "Golden State" are written in a large, elegant cursive font. Underneath "Golden State", the words "MODEL RAILROAD" and "MUSEUM" are written in a smaller, clean, sans-serif font, separated by the word "MUSEUM" on the right side.

Golden State
MODEL RAILROAD MUSEUM

Miller-Knox Regional Shoreline
An East Bay Regional Park District facility

TIMETABLE 92

Effective Sunday, April 7, 2024
At 12:01 a.m. Pacific Daylight Time



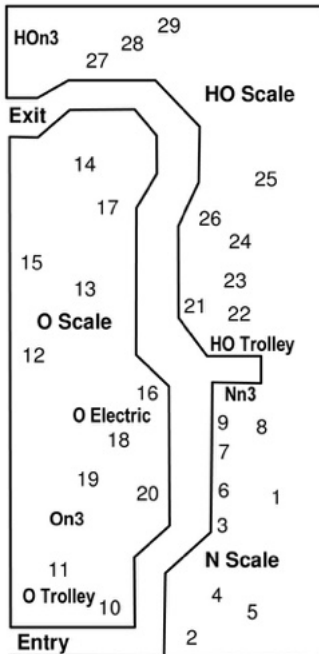
Self-Guided Layout Tour

N-Scale

Standard Gauge

Upon entering the museum, the first layout that you will see is the N-scale layout, straight ahead of you. In this scale, one foot is approximately 1/16th of an inch. The N-scale layout is a model of two well-known railroad locations in California: Donner Pass (1) and the Tehachapi loop (2). Elvas Wye (3) is the center point of this layout. As trains leave the wye and travel to your right, they arrive at Bakersfield's Santa Fe (4) and Southern Pacific (5) yards. This marks the start of the southward climb through the Tehachapi Mountains. Trains wind through the various mountain sceneries, passing through the stations of Caliente and Woodford, ultimately arriving at the Tehachapi loop (2). The Tehachapi loop is famous, since trains must cross over themselves to gain enough elevation to surmount Tehachapi pass.

To head towards Donner Pass, trains travel over Elvas Wye (3) to your left, where they pass through the towns of Sacramento (6) and Roseville (7). The two large railroad yards of Sacramento and Roseville are the center of freight operations in the area, while Sacramento station is the center of the railroad's passenger operations. Many local industries, which ship and receive cargoes by rail, are evident in the town of Sacramento.



As trains leave Sacramento, they begin their eastward climb into the foothills of the Sierras, where they pass through Colfax. The grade steepens to 3% as the trains approach Norden and finally surmount Donner Summit. From here the journey continues downgrade to the town of Truckee (8).

The layout is constructed using L-girder bench work. The scenery consists of a plaster base supported by a cardboard frame. While the track is purchased from commercial manufacturers, the turnouts and crossovers are handcrafted to provide smooth operation. The many signals are operational and govern the movement of trains throughout the layout.

(*) See text for numbered locations

(Former) Narrow Gauge

Down the layout you will find an area currently under heavy construction. This used to be a narrow gauge railroad with track winding up from Lake Tahoe (9) through the Sierras to Truckee (8). This railroad was established in 1900 to transport freight and tourists from the Southern Pacific main line in Truckee to the resort area at Lake Tahoe. Southern Pacific took it over in 1926, changing it to standard gauge, and operated it until 1943.

Similar to the prototype we are currently converting the area to a standard gauge branch line, with a connection to the regular mainline near Bealville in the center of the layout.

O-Scale

Standard Gauge

Across from the N and HO scale layouts is the O-scale Santa Fe Western standard gauge layout. Based on a scale of 1/4 inch to the foot (1:48 of the prototype), this scale is similar in size to the Lionel trains you may remember as a child, however, it runs on two rails instead of three.

Near the main entrance is the city and harbor of Pt. Richmond (10). In the center is a stub-end passenger terminal (11), with trolley and industrial tracks running throughout the rest of the city. Some of the structures were scratch built in the early days of the club and have survived for 50 years or more. Two large railroad yards located beneath the layout (12) allow a continuing parade of trains to thrill our guests. Trains run from these yards, along the mainline to the mid level yard at Midway(13). Notice how the signals operate as trains move from block to block. From Midway, the mainline climbs to reach the summit at the far end of the layout(14) and then into upper yard at Zenith(15). There is over 2300 ft. of hand-laid mainline trackage plus 2450 ft. of yard trackage and over 100 turnouts. Near the middle front of the layout is our Oakland, Antioch & Eastern interurban electric railroad which runs from Churchill yard (16) to Barstow (17).

Narrow Gauge

Directly across from the N scale layout is an O-scale narrow gauge (On3) Eureka & Empire railroad. It is built to a scale of 1/4 of an inch to the foot with 36 inches between the rails. Narrow gauge operations are based on mining and lumber industries of the West. Several mines dot the mountainside, including a hydraulic mine (18) using high pressure water to wash away the hillside in order to reach the gold bearing gravels.

Construction is progressing high into the mountains to the town of Empire (19) where logging and lumber operations will occur. The area directly in front (20) contains the Eureka yard and interchange where freight and passengers transfer between the narrow gauge and standard gauge trains. Most of the models in the narrow gauge area came from the original East Bay layout in Oakland.

HO-scale

Standard Gauge and Trolley

The trolley line is the first display that you will see as you approach the HO layout. It represents the various local and interurban electric railways that operated in the East Bay into the 1950's.

The standard gauge HO layout (1:87 scale – about 1/8"/ft) models the three major passenger and freight railroads that operated in Northern California in the 1950s and '60s. We model three Southern Pacific (SP) main lines: the 'Cal-P' line along the bay, from Oakland to Sacramento; the original line from Oakland to Sacramento via Niles Canyon and the Altamont Pass; and the transcontinental line from Sacramento, over the Sierras, as far as Truckee. We also model the Western Pacific (WP) line from Oakland via Niles Canyon to Stockton; and the Atchison, Topeka and Santa Fe (AT&SF) line, from Oakland through Martinez, to points east.

The large, yellow building at the front of the layout is the Oakland Mole (21) passenger train terminal. San Francisco passengers transferred via ferry boat. The WP and SP Canyon lines leave Oakland, running to your right past Trolleytown, and continue eastbound via Newark (22), Fremont, Niles Canyon (23), over the Altamont Pass (24), and on past Tracy and Stockton to the Elvas Wye (25). The Cal-P (SP) line leaves Oakland yard to your left, proceeding via the 16th Street station (26), along the bay, past the oil refinery at Rodeo, to Martinez, where it disappears beneath the Narrow Gauge railroad, reappearing at Davis (27) and across the Yolo Causeway to Sacramento and the Elvas Wye (25). The Santa Fe line leaves the SP just beyond 16th Street, following a route loosely representing the line through Franklin Canyon, to Martinez, where it crosses the John Muir trestle, and ducks away reconnecting with the SP at Dixon (hidden). Trains bound for Truckee (29) proceed via the Elvas wye to Roseville yard (hidden), and then up the Sierra Hill through Colfax (28), Emigrant Gap, and on over Donner Pass to complete the run at Truckee (hidden). Trains return downhill to Roseville and points west.

Narrow Gauge

The California and Nevada (C&N) narrow gauge railway is by the rear exit doors. This line represents an updated, expanded version of the short East Bay railroad built before 1900. The C&N had a dream of going east over the Sierras and joining the famous narrow gauge lines of the Colorado Rockies. This dream never materialized. Instead, the C&N operated from Emeryville to Orinda via the El Sobrante Valley before closing down in 1903. Our route runs to Colfax with produce for the fruit sheds to interchange with mainline fruit express traffic.

About Golden State Model Railroad Museum

Welcome to the Golden State Model Railroad Museum (GSMRM) and the East Bay Model Engineers Society (EBMES). We hope you find your visit interesting and exciting as you view the numerous model railroad empires in action. Please feel free to ask questions of the members who are only too happy to discuss and brag a little about this wonderful hobby. The museum will be open as indicated below:

Hours of Operation

Operating Layouts (Sundays)

Noon – 5 pm (April - September)

Noon – 4 pm (October - December)

Layout Viewing (Saturdays)

Noon – 5 pm (April - September)

Noon – 4 pm (October - December)

EBMES is one of the oldest model railroad clubs in the United States. Organized in 1933, the club later spent some 45 years located in a Santa Fe warehouse on Halleck Street in Oakland. In 1984, the Halleck Street property was sold by the Santa Fe Railway, and EBMES had to relocate.

In 1985, GSMRM was formed to foster all aspects of model railroading and prototype railroad modeling in a museum setting. GSMRM leases the building and property at 900-A Dornan Drive from the East Bay Regional Park District. This site became the new home for GSMRM with EBMES being its primary displaying tenant.

Members of both organizations come from all walks of life and reside throughout the Bay Area. Some are very experienced in all elements of the hobby, many concentrate on a single aspect of the hobby, while others are new and learning.

If you would like to know more about the Golden State Model Railroad Museum, please visit our web site at <http://www.gsmrm.org>

You may also follow us on Facebook, Instagram and Twitter, or watch videos on our YouTube channel.

Annual Passes and Memberships

Support the Golden State Model Railroad Museum (GSMRM) by buying an **Annual Pass** today. Follow our progress as the museum develops into one of the world's most outstanding displays of railroad history and operation. Additional contributions of any amount will be greatly appreciated and will help to finance the construction and maintenance of these beautiful displays.

Your 12-month pass - \$29 for individuals, or \$49 for the whole family - gives you free admission during all hours when the Museum is open to the Public. Please talk to our staff at the front desk.

You can also join as a **Voting Member of the Museum** with additional benefits **or as a Member of the East Bay Model Engineers Society**, the builders and operators of the railroads in the museum. If you would like to become further involved with the Museum, or are experienced in, or want to learn about model railroading, please talk to one of our members for details on membership options.

We thank you for your support. Please make checks payable to: **Golden State Model Railroad Museum**. We also accept major credit cards.

Send correspondence to:

Golden State Model Railroad Museum
900-A Dornan Drive
Point Richmond, CA 94801

