

GSMRM **ZEPHYR**

Edition 2008

Fall

**EBMES's 75<sup>TH</sup> ANNIVERSARY CELEBRATIONS**

During the spring and summer season, members and the public have enjoyed several special theme day events celebrating EBMES's 75th anniversary.

The season was kicked off by a visit from the Peninsula NTRAK modular group on Sunday May 18th, who displayed a layout with some of their finest N scale modules.



Peninsula NTRAK Layout -- Martin Jahner collection



Amtrak passenger theme day action on the O Scale layout -- Jeff Rowe collection

The next event was Sunday June 22nd where each of the scales operated various passenger trains found on western US railroads from early steam days to modern Amtrak.

This event was



California Central Coast On30 Modular Layout -- Jeff Rowe collection

followed on Sunday July 13th, when the California Central Coast On30 Modular layout brought their layout to the museum. The layout took up most of our meeting room. Our guests and members enjoyed the very well detailed modules, operating trains and equipment.



Steam power waiting for action on the EBMES's N Scale layout on Steam Day -- Dave Clark

On August 17th, the layouts brought out their steam locomotives for a special "Steam Day". This was a good opportunity for our guests to see how railroads looked and sounded before diesel power took over.

The Grand Celebration for EBMES's 75th was held on Sunday September 21st. Over 160 guests enjoyed the free admission and operations on our three layouts



September 21, EBMES's 75<sup>th</sup> Grand Celebration -- Jeff Rowe collection

Our special theme days concluded on November 16th with focus on California Railroads.

The EBMES board and members wish to thank all of our members and guests for making our 75th celebrations a success! -- editor



The SP "Daylight" meets an SP freight consist at the Tehachapi loop on "California Railroads Day" -- Jeffrey Pribyl

**A BRIEF HISTORICAL LOOK AT FERRY POINT**

by Mark Francis

As you approach the tunnel that leads to the Museum building on Dornan Drive (formerly South Garrard Boulevard), notice the mural above the arch that declares "Ferry Point." When you exit the tunnel you may see off in the distance the outline of an unfamiliar structure. That structure marks Ferry Point. Drive to the junction where the main road veers left where you will find a parking lot on your right. Park your car and follow the footpath out to the deteriorating remains of the once active ferry terminal operated by the Santa Fe Railroad. This was a very active operation that began around 1900. The Santa Fe moved both freight and passengers across the bay to San Francisco. Three ferry slips – two for freight cars, one for passengers – were kept busy. The photo (#1) of the warehouse and car storage yard suggests the extent of activity. In addition to the hoisting mechanism and remains of the pumps and boilers needed to operate the lift mechanisms. Walk a short distance to find the concrete floor of the huge warehouse. If you walk the shoreline all the way back into Miller-Knox Park you will see the remains of the tracks leading from the tunnel to the Point.



#1 Ferry Point Car Ferry of the AT&SF – In the foreground is the huge covered warehouse with tracks running through to the ferry slips. The Santa Fe shipped livestock across the bay to the slaughterhouses in south San Francisco. Photo dates from around 1918 --Richmond Museum of History

The Southern Pacific Railroad had its own ferry terminal nearby (see Photo #2) that served autos and passengers but did not involve transporting rail cars. The only remains still visible are a few pilings.

A small hill once existed where the parking lot is located. After it was removed an oil company maintained a distribution facility there. The entire area between Wharf #1 and the yacht basin was filled with warehouses and industries. Two large natural gas storage tanks were there until after World War II ended. The foundations still can be seen. Extensive railroad spurs served the various facilities and remnants are still visible. The Richmond Pressed Brick Works of the Los Angeles Pressed Brick Company had its plant and wharf at what is now known as



#2 Southern Pacific ferry terminal at the end of Dornan Drive. Wharf #1 warehouse in the background is still there and planned for redevelopment. Photo dates from around 1930. --Richmond Museum of History

Brickyard Cove. Sanborn maps of the area prepared for the fire insurance industry show the extent of development.

Of special interest to Museum members is Photo #3 that shows a view from the hill above the road tunnel. Careful examination reveals the Ferry Point terminal in the distance (upper right corner) and a freight train on the fill that created the lagoon

(now part of the Miller-Knox Park but much smaller). The railroad track that cuts across the picture diagonally originally served the Richmond Brick Company from about 1908 to 1918 (the dark objects on the far left where the tracks cross the road). The site is now where the motorcycle club has its building



#3 This view dates from shortly after the road tunnel was completed in 1915. --Richmond Museum of History

and parking area. Fragments of brick can still be found in the grassy areas between the parking lot and the Museum. In later years the building we occupy was built and housed a manufacturing plant. You can find rails almost buried in front of the building that houses our Museum and the Park District's maintenance facility. As originally built the rails (termed a 'tail track') extended to where the road curves to the right. The train then reversed through a right hand switch that led to the spur into the brick factory. In the center of the photo to the right of the track can be seen two small locomotives and a large number of open top cars used to haul the materials dug from the road tunnel bore.

For more information and photos about the history of Ferry Point and Point Richmond visit the Point Richmond History Association's historic office behind the firehouse and next to the library and their website <http://www.alkos.com/prha/>. Also visit the Richmond History Museum at 400 Nevin Avenue, corner of 4th St, <http://www.richmondmuseumofhistory.org/index.htm>

### **GSMRM GENERAL MANAGER'S REPORT**

Have you ever wondered what the GSMRM Board is for? At times, it can be confusing who is responsible for what, so here is a list of what we do.

- **Bills:** Our CFO (Martin Jahner) pays all the utilities each month (rent, PG&E, water, propane, garbage), as they come in. He also maintains a budget for those items which are more (or less) under our control – Public Relations (see below), maintenance expenses, and supplies, which covers everything from paper towels to light bulbs.
- **Public Relations** (John Edginton) includes media correspondence, flyers, timetables, and the occasional "road show", such as the Point Richmond Stroll. We can always use more volunteers for these efforts.
- **Maintenance** (Bill Bigley, with much help from Dave Illich). It seems we are constantly replacing fluorescent tubes. There are always electrical projects, plus parking lot repairs. Fire extinguishers must be kept current in the event of a fire inspection. This just touches the surface!

- **Company Store** (again, Martin Jahner). In the few years our store has been in operation, it has been a great success. The "Train Play" video has been a top seller, but the little gadgets are also great profit centers.
- **Planning** (various people). We have big plans for the Museum portion of the building. Now that the Snyder layout is a reality, we need to move forward and refine our remodeling plans in order to properly showcase it. There are plans for changing the front façade. We also have landscaping plans in the works; I hope we can get many members involved in this effort.
- **Parks liaison** (John Edginton and Bill Bigley). The Parks Department is one of our greatest supporters. So far this year, they have replaced our back porch and roofed it, and started preparations for repainting the building. You may have noticed the blue tarp over the block house roof – they will be replacing the roof for us, so we can make more use of it. There has been some confusion about Parks' participation in our downstairs remodeling. They will not be giving us money, as some believe, but will participate in the ADA bathrooms and kitchen rebuild. These are just some of the items that we are discussing with Parks.
- **Projects** (various). We have been working with each of the scales to cut the layout skirting to size and have it hemmed. The Snyder layout and Chevron trailer donations are just some of the things currently in the works.
- **Work coordination** (various). We are in charge of scheduling and soliciting people to fill our Saturday and PIC assignments. Help is always needed for downstairs KP and our annual cleanup days.
- **Donation management** (various, with help from Larry Price). Donations, cash and otherwise, are funneled through the Museum. We are required to inventory these items for tax purposes. Donated items go first to the Museum, then to the various scales. Stuff we cannot use can be sold via eBay or through the Company Store.
- **Library** (Me!). Magazine and book donations go to the library. I sometimes get behind in sorting magazines, but the general idea is to maintain our collections and sell the surplus. We have picked up some quite a bit of money selling magazines, which has the secondary benefit of inspiring others to participate in our hobby.
- **Displays** (various). We set up and maintain the Christmas displays. Also, the Ryan Collection and, now, the Snyder layout require our support.
- **Special events** (everyone). The 75th Anniversary has been covered elsewhere. We also negotiate group rates and reserve the downstairs for birthday parties.

I hope that gives you an idea of what's happening in GSMRM. Please help with our efforts and volunteer for one or more of the above tasks! -- *John Morrison*

## O SCALE

During the Summer-Fall of 2008, the GSMRM O Scale group has continued with the scenery area between Midway and the Zenith yards. The base plaster work is ready for rock castings. A new siding for the oil refinery is being built. It will link the refinery to the Midway yard tracks. Plaster webbing and tunnel portals have been installed under the refinery.

Additional abrasive type track cleaning cars were custom built to improve our operations.

Work on the On3 scenery has also continued with most of the visible areas now plastered and some texturing and tree work completed. A new stamp mill was built and installed. Trains can now run on the Palisade division.

Work on the remote control of the Post Rd junction and Passenger yard from the Arrival control panel is operational. Route and block relay boards are installed at Post Rd and the Passenger yard and a sub panel was added to the Arrival panel to show and control train movements through the Post Rd, Passenger areas. Four remote video cameras can be used by the Arrival panel for viewing train movements from Post Rd to/from the Passenger yard.

The computer interface prototype (OSCI) has been moved to the layout and connected to the control bus linking Arrival, Midway, Post Rd and the Passenger Panels. Each of these areas has an OSCI interface board which connects to the OSCI bus and the various relay boards on the control panels.



The oil refinery, surrounding scenery work and siding connecting to the Midway yard. --Jeff Rowe

The O scale public and member web sites have been updated. Take a look at [http://www.gsmrm.org/o\\_scale/index.shtml](http://www.gsmrm.org/o_scale/index.shtml) or [http://www.gsmrm.org/members/o\\_scale/..](http://www.gsmrm.org/members/o_scale/)  
-- Jeff Rowe

## HO SCALE

Primary focus since Spring has been getting our expanded Chubb control system up to speed. Since Opening Day in April, with a few minor adjustments, we have been able to successfully navigate the new Chubb territory from Sacramento over the Altamont Pass to the west side of the pass on both the WP and SP Lines. The lineside signal system required ongoing attention for a few months but is now fully operational with the exception of one remaining defective LED target. The signal system is complemented by two 7-cab LED "repeater" arrays mounted on the sides of Sacramento Tower. This gives engineers their approaching signal indication while standing some distance from the physical location of their trains.

Work is ongoing to activate the complex around the Elvas Wye. We are now able to run from the WP and SP Altamont Lines onto the Roseville Main with direct access to the Mountain Division (Donner Pass). This required some tricky programming to get the "Valley" computer to hand off to the "Hill" computer at Roseville. Before, we could only enter Roseville Yard from the

east end via the branch lines, leaving power facing west. This required the inconvenience of moving power and tail cars to the opposite ends of the consist to access Donner Pass. Work continues to activate access to the yard from the west end and the reversing loop into Roseville from Sacramento Mains.

Preliminary planning has started on the next Phase even though this is at least 2 years away. That should take us through to the Magnolia end of



WP light power at Tracy

--Walt Freedman.

Oakland yards.  
-- Walt Freedman

## N SCALE

This year, we should be finishing our Bakersfield Engine Facility, which includes our new turntable, a new scratch built roundhouse, an added yard stub track (so we don't have to go out on the main track) for switching. A new hill has appeared just north of the Bakersfield yard. This creates a scenic divider between the yard and the central valley industries, which are hundreds of miles apart in the prototype, but only a few inches in the model. From the public aisle it also blocks the view of the operator area behind it.

There are plans to improve a few of our bridges -- a new brass truss bridge in Boca and a curved timber trestle are being worked on at this time.

In the Sacramento street trackage area we continue to go forward with new building fronts.

We're starting to install track detection circuits, and new signals are up in Walong. Hopefully, in a few years time we will be able to run the layout from a computer, having a dispatcher route all the trains, working signals, a computer display for the public to see where the trains are, etc...

The work keeps on going (it's a long process) and we're having FUN!

-- Barry Wilson

## Holiday Raffle 2008

Tickets for our annual Holiday Raffle will be sold during the Holiday shows in December. The drawing is on Sunday, December 21<sup>st</sup>, at 4pm. Prizes this year include a Lionel "Santa Fe Freight" train set, an Atlas "Trainman" HO scale train set, a one-year GSMRM family membership, as well as our DVD "Train Play". Both train sets were graciously donated by the Feather River Train Shop ([www.featherrivertrains.com](http://www.featherrivertrains.com)).

Thank you!



## SNYDER DONATION

In October we received the late Tom Snyder's gauge 1 layout. The custom built layout has 10 train sets -MTH 3-rail Standard Gauge (2-1/8" between rails) replicas of early toy trains made by Lionel, Ives and others . The layout was dismantled by the builder and club members over a three day period and transported from Snyder's Tiburon home to the GSMRM site on Oct 23rd. The layout is now in the museum meeting room awaiting reassembly. Standby for more information on the history and status of the layout in the spring Zephyr.



The Tom Snyder layout at his Tiburon home on the day before move to GSMRM. Builder John Kitterman is visible in background  
--Jeff Rowe collection

[http://en.wikipedia.org/wiki/Tom\\_Snyder](http://en.wikipedia.org/wiki/Tom_Snyder) --Jim Ambrose

## Looking Back...



## MEMBER ACTIONS

- May 08:** Mike Leahy resigned Senior (O)  
**Jun 08:** Bob Brown appointed to EBMES board of directors  
 Rob Shafer resigned as Associate  
**Aug 08:** Ray DeBlicek, Bob Johannessen terminated  
**Sep-Nov 08:** No membership changes

## Calendar

### DECEMBER

Mark your calendar for the Holiday season. All December we will be open both Saturdays and Sundays from noon to 5pm.

Raffle drawing on Sunday, Dec 21<sup>st</sup> at 4pm.

Jan-March 2009: Closed.

April 5, 2009: Opening Day

Latest calendar at

<http://www.gsmrm.org/events.shtml>

## Contributors

### Jim Ambrose



GSMRM Board Member.  
Member since 1998

### Walt Freedman



GSMRM Assistant Secretary, EBMES Secretary and HO Scale Train Master.  
Member since 1998

### John Morrison



GSMRM General Manager.  
Member since 1986

### Martin Jahner



GSMRM Chief Financial Officer, Webmaster, and Company Store manager.  
Member since 1999

### Floyd McCarty



EBMES Social Secretary.  
Member since 1992

### Mark Francis



GSMRM Board Member since 2004

### Jeff Rowe



O Scale Train Master and Zephyr editor.  
Member since 2001

### Barry Wilson



N Scale Train Master.  
Member since 2002

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